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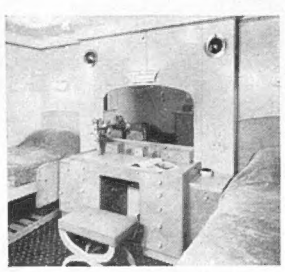
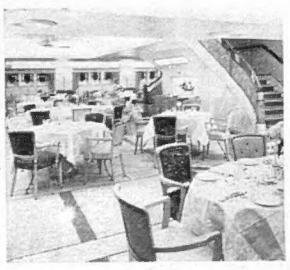


A typical double room on the "City of Exeter." Cabins on Ellerman ships are on either "A" or "B" decks . . . light, airy and beautifully appointed.



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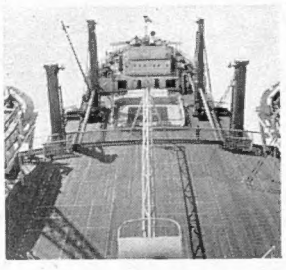

The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, drawing-room and library.

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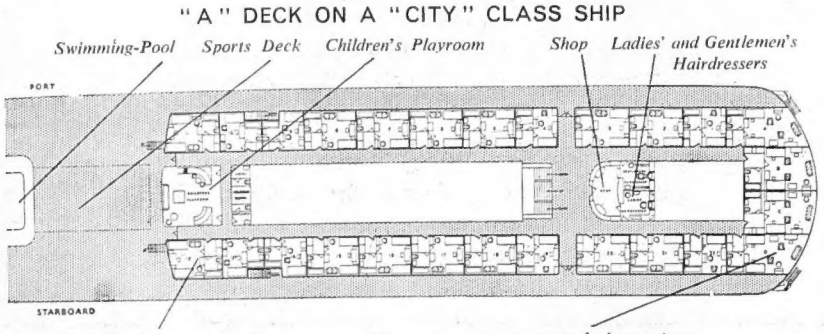

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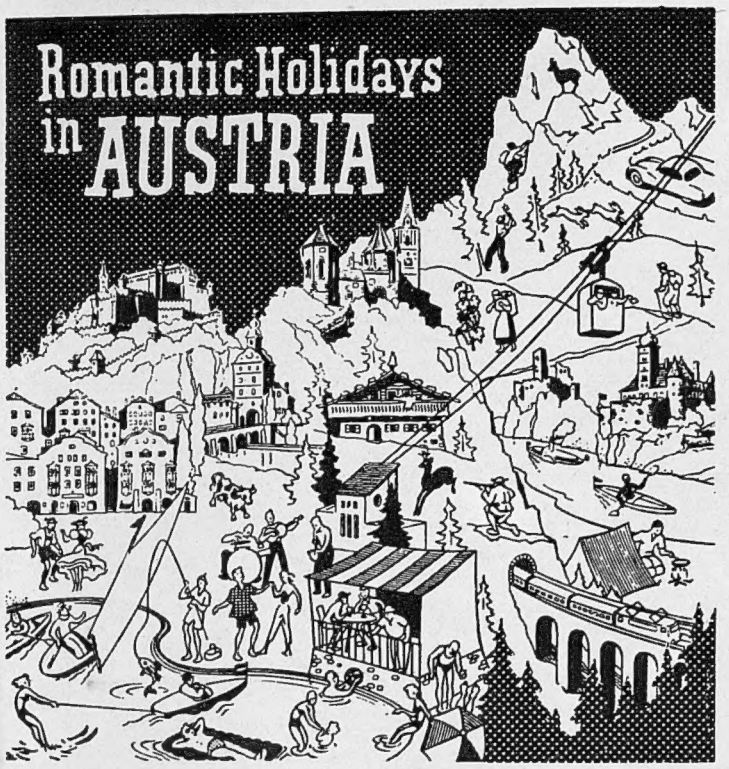

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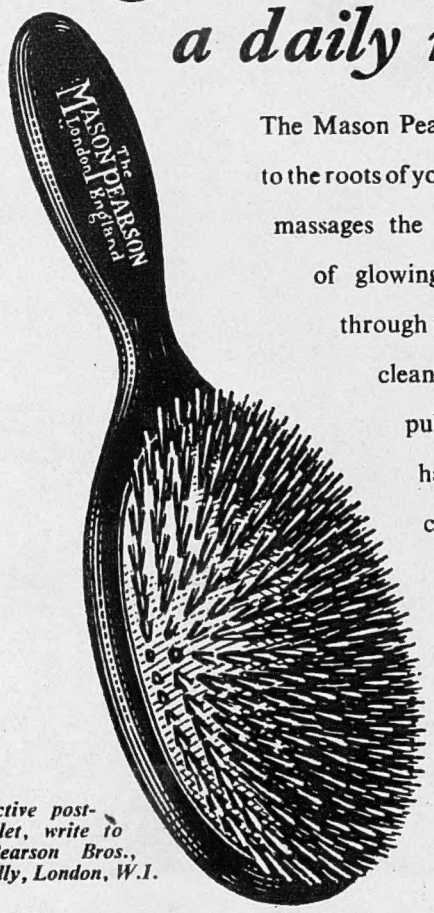

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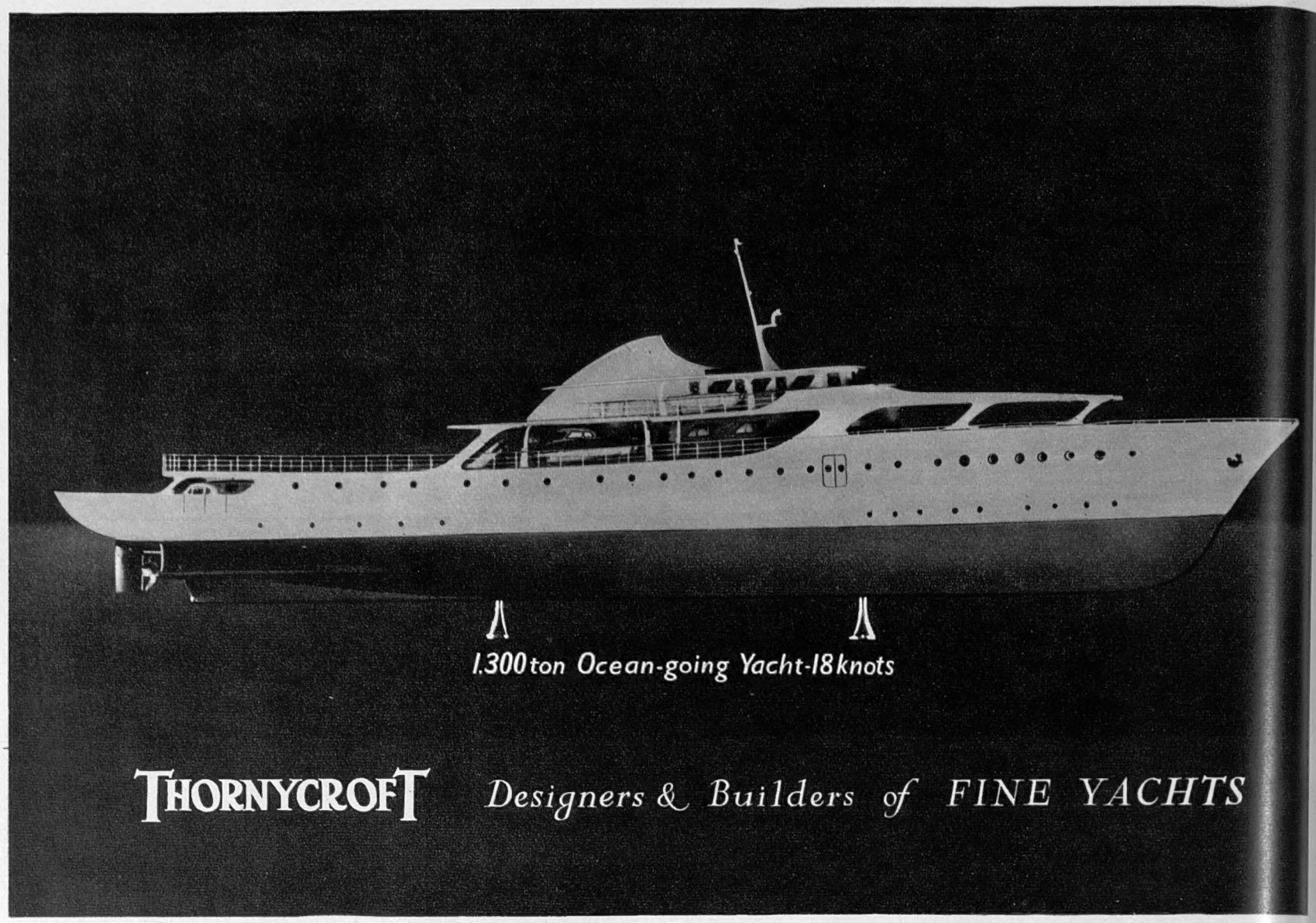

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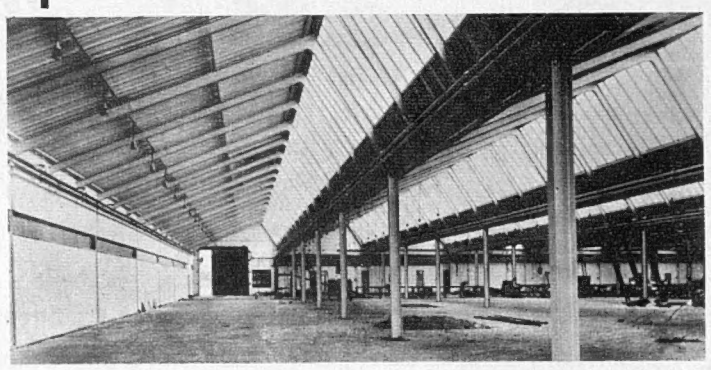

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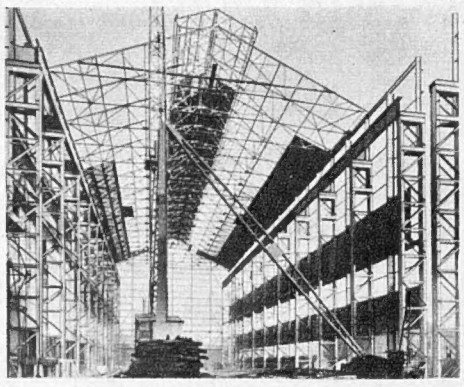

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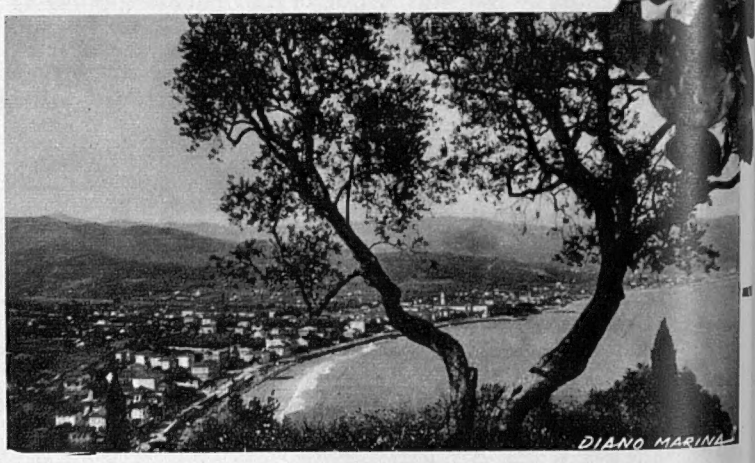

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Volume CCXLVIII No. 3215

THE SPHERE

LONDON, January 13, 1962

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WINCHESTER'S NEW BISHOP

Dr. Sherard Falkner Allison, formerly Bishop of Chelmsford, walks through the streets of Winchester on his way to be enthroned as Bishop of Winchester. According to ancient custom, the ceremony began in the Church of St. Lawrence. Outside it the new Bishop was greeted by civic dignitaries before he set out in procession to the Cathedral. There trumpets heralded his arrival, Dr. Allison being admitted after formally knocking three times on the West door. He was enthroned by the Archdeacon of Canterbury. At the end of the service he went again to the West door to give his blessing to the city and diocese of Winchester. Dr. Allison, Chairman of the Church of England Council on Inter-Church Relations, has made a number of trips abroad as a Anglican representative at Conferences. He was recently in Delhi for the World Council of Churches

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AGROUND ON THE ROCKS OF THE CORNISH COAST

A member of the crew of the French fishing trawler *Gai Floreal* (279 tons) is winched to safety by breeches buoy over the rocks at Zennor, a few miles from Land's End, in Cornwall. The trawler ran aground during bad weather last week but all the crew were rescued and the trawler was refloated later with the help of the St. Ives lifeboat

Below right: Smoke pours out of the second floor windows of one of London's major fashion stores, Gorringe's, in Buckingham Palace Road. The fire last week damaged part of the second floor of the six-storey building but was brought under control in an hour by thirty fire engines. The clouds of smoke were the principal difficulty in fighting the blaze and firemen were forced to use breathing apparatus. The fire broke out only a few days before the store started its January sales. Gorringe's was much in the news last year, when it was taken over and then resold to a Blackpool department store group. The store was started in 1858 by Frederick Gorringe and his wife. But it is unlikely it will remain in its present form as the L.C.C. has approved plans for a new block on the island site which is to include offices and flats as well as the store

FIRE AT A LONDON STORE

CELEBRATING BURMESE INDEPENDENCE DAY

Far right: U Hla Maung, the Burmese Ambassador to Britain, talks with some of his guests at a reception he gave in his Embassy in London to mark the fourteenth anniversary of Burma's independence. On January 1948 the British Government handed over authority to the newly-created Republic of Burma, which decided not to remain in the Commonwealth

SKI-ING IN SCOTLAND

Skiers make good use of the deep snow a few miles north of Carr Bridge, near the Perth-Inverness road. While the snow covering England last week turned to slush and disappeared in many places during the spell of warmer weather, Scotland remained covered in snow and ice, with dense fog further disorganising the already chaotic traffic. The Scottish ski-ing resorts reported snow varying in depth from 6 to 9 ins. The main problem for those intending to ski was the difficulty of travelling in Scotland. An A.A. spokesman emphasised that many people were "unduly optimistic" about the condition of the roads. At the end of last week many of them were covered in rutted, hard-packed snow and some main roads were still blocked. The wintry conditions cheered Scottish schoolchildren. A large number of them got extra holidays because frozen pipes made it impossible to heat the school classrooms

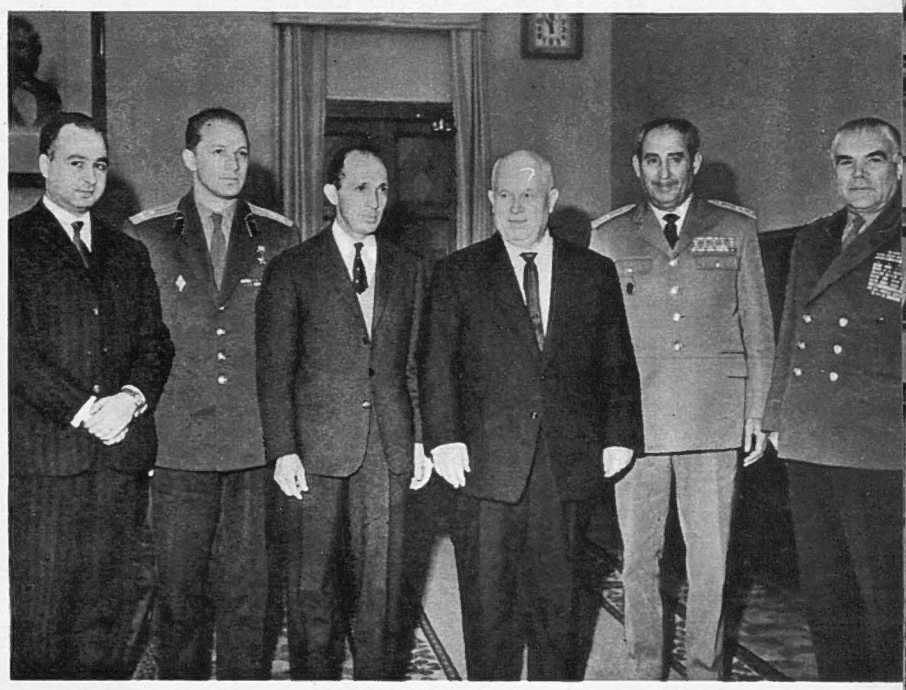
THE NEWS IN PICTURES

A TRADITIONAL NEW YEAR CEREMONY FOR THE KING AND QUEEN OF GREECE

An officer of the Greek Royal Guard welcomes Queen Frederika and King Paul (extreme left) as they pay their traditional New Year's Day visit to the Guard's headquarters in Athens to cut the New Year cake. Most of the news from Athens in the last few weeks has concerned the wedding of Princess Sophia, the eldest child of King Paul, to Don Juan Carlos, son of the claimant to the Spanish throne. This will take place in Athens on May 14 and will be solemnised at St. Dennis's Roman Catholic Church and then in Athens Cathedral, in accordance with Greek Orthodox ritual. It is understood that Princess Sophia will have to renounce her right of succession to the Greek throne

MR. GAITSKELL IN BERLIN

Below right: Mr. Gaitskell shakes hands with Herr Brandt, the Burgomaster of West Berlin, during his three-day visit to the city. While he was in Berlin last week, Mr. Gaitskell told British newspaper correspondents that he had found misconceptions about the Berlin problem both in West Germany and Britain. He said there was no mass exodus from the city but that on average between 400 and 500 people left a week. He described the situation as "a loss but not a flood." Mr. Gaitskell went on to say that contrary to German fears there was "not a shred of evidence" that they might abandon Berlin



MOROCCAN MILITARY DELEGATION IN MOSCOW

Far right: The Moroccan Minister for National Defence, Mahjoubi Aherdane (third from left), poses with Mr. Khrushchev at his meeting with the Soviet Premier in the Kremlin, Moscow. On the extreme right is Marshal Malinovsky, the Russian Defence Minister. Mahdzhuby Ahardan is head of the Moroccan military delegation visiting Moscow

TRISTANIANS FIND WORK ON A GOLF COURSE

Two of the former residents of Tristan da Cunha, Mr. H. Green (second from left) and his cousin, Mr. A. Green (extreme right), walk along a fairway at Reigate Heath Golf Club, Surrey, where they are employed as greenkeepers and caddies. All of the 264 residents of the island who were forced to flee last year when the volcano erupted, and who needed work, have now obtained employment

A NEW COMMANDER IN NATO

Far right: From left are General Norstadt, the Supreme Commander Allied Powers, Europe; U.S. Admiral Charles R. Brown, retiring Commander of Allied Forces, Southern Europe; and Admiral James Russel, of the U.S., his successor. The ceremony, in which Admiral Russel took over the command, was held in Naples and was attended by representatives of Great Britain, France, Italy, Greece, Turkey and the United States

THE NEWS IN PICTURES

With flags flying, the *France*, the longest liner in the world, leaves Southampton. The French Line's new 66,000-ton passenger ship, made a trial run to Southampton last weekend for berthing tests to ensure that all goes smoothly when she arrives for her maiden voyage on January 20. This will be a cruise before the liner starts her regular run to New York on February 3. The main purpose of the *France*'s trial run was to test her handling in the narrow channel at Southampton. In the swinging ground outside the ocean terminal, the 1,035-ft.-long liner, with her hull broadside in midstream, has only 150 ft. clearance at each end. On board were the four British pilots who will handle the *France* at Southampton and several hundred guests. Expert opinion after the visit was that the liner was "lively but easily manœuvrable"

THE LONGEST LINER IN THE WORLD ON HER FIRST VISIT TO SOUTHAMPTON

Below right: Lord Attlee waves from his ambulance bed on the way home from hospital. He left Amersham hospital last week, where he had been since early December when he suffered a heart attack following a stomach ailment. Lady Attlee also left hospital on the same day, having been there suffering from lumbago since before Lord Attlee entered. She planned to drive home to their new house at Prestwood in her own car

A WAVE FROM LORD ATTLEE

Far right: Members of the West German Cabinet toast Dr. Adenauer during the Chancellor's eighty-sixth birthday celebrations in Bonn. Next to Dr. Adenauer are, from centre, Herr Ernst Lemmer, Minister of All-German Affairs; Herr Heinrich Krone, Minister for Special Affairs; Dr. Erhard, the Economics Minister. With unflagging energy, Dr. Adenauer visibly enjoyed the celebrations which went on for over nine hours. The Cabinet presented him with a baroque garden seat; there were innumerable congratulatory telegrams; and Dr. Adenauer's family were present in force, including 22 grandchildren and great-grandchildren

CELEBRATING DR. ADENAUER'S 86th BIRTHDAY

From left are Lord McCorquodale, President of the British Employers' Confederation, Sir George Pollock, Director of the Confederation, and J. Maurice Laing, a Vice-President. They are seen leaving the Treasury after discussions with Mr. Selwyn Lloyd, the Chancellor of the Exchequer, on the possibility of co-operation on the pay pause between industrial and trade-union leaders. **Far right:** From left are T.U.C. leaders Mr. Ted Hill, General Secretary of the Boilermakers' Union; Mr. Ron Smith, Secretary of the Union of Post Office Workers; Mr. George Woodcock, General Secretary of the T.U.C.; and Sir Tom O'Brien, Secretary of the National Association of Theatrical and Kine Employees. They were also leaving the Treasury after talks with the Chancellor

LAST WEEK AT THE TREASURY: SEPARATE DISCUSSIONS FOR EMPLOYERS . . . AND UNION LEADERS

NEWS SUMMARY

Varied proposals for Berlin and Germany; the Katanga border problem; another appeal to Laos; neutralism in West Africa; talks suggested on British Honduras

INTERNATIONAL

Exploratory discussions on **Berlin** continued in **Moscow** at the beginning of this week between Mr. Llewellyn Thompson, the U.S. Ambassador, and Mr. Gromyko, the Russian Foreign Minister. These talks were being conducted without prior consultations with France and Germany. While no details of the meetings were available it was understood that Mr. Gromyko had shown willingness to discuss new arrangements for Berlin's access routes. But there was no sign that the Soviet Union would relax its demands for a demilitarised free city. In **Washington** there has been much talk of plans for a standstill agreement in central Europe. (In President Kennedy's interview in *Izvestia* last year, he aired the proposal for a peace commitment between Nato and the Warsaw Pact countries.)

Meanwhile, Berlin has been having a number of distinguished visitors. Mr. Gaitskell was there last week (see page 61). At the end of his visit, he said that in his view " any solution which would be satisfactory to us must involve at least the East German Government taking part in the international supervision of access to Berlin." Since this implied *de facto* recognition of the East German régime, it met with hostility in Bonn.

Lord Home, the Foreign Secretary, was due in Berlin last Wednesday after visiting **Bonn** with Mr. Macmillan (see pages 64 and 65). Although most of the talks between the Prime Minister and Dr. Adenauer were expected to concern Berlin, there was another issue which was likely to come up. This was the £70,000,000 drain on Britain's foreign currency reserves incurred by the British Rhine Army. Nato has issued a " certificate of need " saying that Britain cannot afford this loss. It was hoped that some sort of arrangements could be made for West Germany to meet, directly or indirectly, at least part of the Bill.

The problem of Congo continued to occupy the United Nations. U Thant, the Acting Secretary-General, requested that observers should be sent to the Northern Rhodesian border to see that no military equipment or forces crossed into Katanga. The request was made to the British Government (responsible for the foreign affairs of the Rhodesian Federation). The British Government invited U Thant to Salisbury, the Rhodesian capital, for talks. But at the same time Sir Roy Welensky rejected the request. U Thant was to meet his Congo advisers in **New York** this week to consider the situation. Meanwhile in **Elisabethville,** there were attempts to promote friendlier relations between U.N. representatives and Katangan Ministers and between Mr. Tshombe and Mr. Adoula, Prime Minister of the Central Government.

GREAT BRITAIN

After a week of working-to-rule by the Union of Post Office Workers a heavy accumulation of mail was reported in **London,** and large postings of circulars were provisionally banned. The G.P.O. had responded with countermeasures such as enforced overtime.

FRANCE

Reinforcements of security police were sent to **Paris** during the weekend at a time when there were rumours of a coup pending from the Right-wing. At Versailles a gang of seven men entered a barracks armoury, held up the guards and removed all the arms. In **Algiers** M. Causse, a judge of the High Court, was shot dead in the street while waiting to meet his children (see also page 67).

FAR EAST

For the third time in six weeks, Lord Home and Mr. Gromyko, co-chairmen of the fourteen-nation Geneva conference on **Laos,** have appealed to the three Laotian princes to send a united delegation to Geneva so that the conference's affairs can be completed. Both previous appeals were ignored. In Laos, the situation took a turn for the worse. Both the Right-wing Government of Prince Boun Oum and the pro-Communist Pathet Lao of Prince Souphannouvong said last week that fighting had broken out again over the cease-fire lines.

Fears of Communist infiltration are a matter of serious concern in **South Vietnam,** where the U.S. Government has granted assistance on a greatly increased scale. Britain has sent a three-man mission to South Vietnam to advise on the use of police and other forces against Communist guerillas. The team is led by the former Defence Secretary of Malaya, Mr. R. G. K. Thompson.

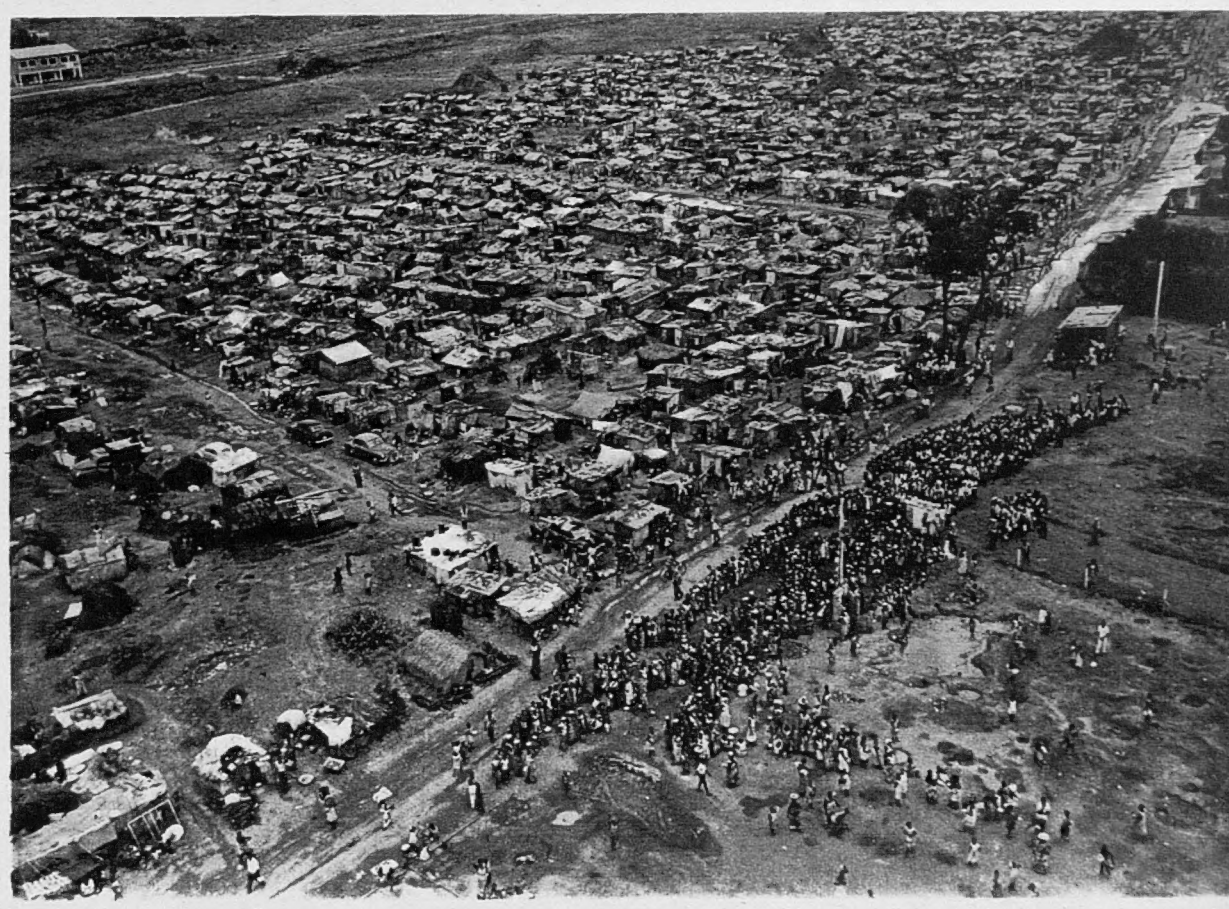
INDONESIA

President Sukarno was uninjured, but three others were killed, when a bomb exploded near his car in **Macassar** last Sunday. Macassar is the capital of the South Celebes which, according to Dr. Sukarno, is to be regarded as the main base in Indonesia's struggle for West Irian. (See also pages 64 to 65.)

WEST AFRICA

In Guinea, recent events show a Government attempting to be genuinely neutral. An important visitor to **Conakry** was the Russian First Deputy Prime Minister, Mr. Mikoyan, who was reportedly in Guinea to improve Russian-Guinean relations. Recently President Sekou Touré had requested the withdrawal of the Russian Ambassador, Mr. Solod, who was alleged to have instigated youth demonstrations against Government policies. At the opening of a Russian commercial exhibition, at which Mr. Mikoyan was present, President Touré said that while Guinea would accept aid from any country, she refused to be drawn into choosing sides in a power struggle between the two blocs. Mr. Mikoyan is also due to visit Ghana.

Also visiting West Africa in the near future is Dr. Lübke, the West German President, accompanied by Dr. Schröder, the Foreign Minister. West Germany has, in recent years, been developing considerable economic links with West African countries, which the tour to Guinea, Liberia and Senegal is designed to encourage.



The scene from a helicopter of the Baluba refugee camp on the outskirts of Elisabethville, the Katangan capital

LATIN AMERICA

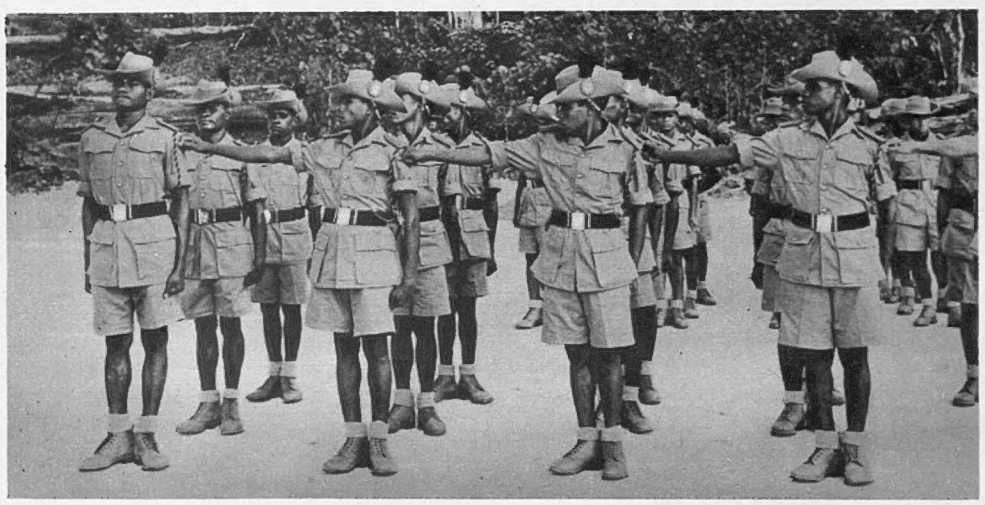
The Government of **Guatemala** was invited by Britain to informal talks in London next April on Guatemala's claim to British Honduras. President Ydigoras of Guatemala has threatened to break off commercial and political relations with Britain on this issue several times in recent weeks. The British Honduras Legislative Assembly has, however, rejected any claim to sovereignty by Guatemala.

" Cuba's first scientific budget " was introduced by Dr. Castro's Government in **Havana** last week. The most important feature of this was a considerable increase in the rate of income tax, particularly on higher incomes. The budget is the largest in the island's history. In the U.S. a White Paper suggested that Cuba is a " bridgehead of Communist imperialism."

Dr. de Quay, the Prime Minister of the Netherlands, addresses the Dutch Parliament in The Hague

THREATS AND REVOLTS

Indonesian troops, having piled arms, sit in a

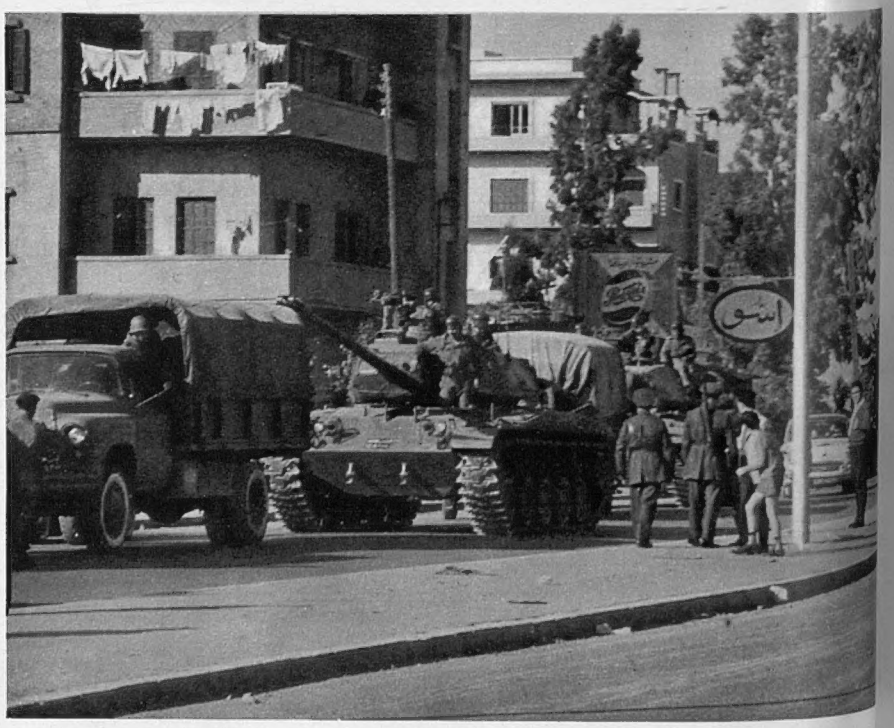


Volunteers for the defence of Dutch New Guinea on parade in Manokwari

The Dutch Government last week changed its policy regarding the future of Dutch New Guinea. Dr. de Quay, the Dutch Prime Minister, told Parliament that the Netherlands was prepared for talks with Indonesia without prior conditions. Previously the Dutch had envisaged self-determination for the territory, leading eventually to the creation of an independent state of Papua. Indonesia's reply, in a speech by President Sukarno, was that Indonesia would only negotiate if the Dutch meant to hand over Dutch New Guinea.

Elsewhere in the world, Lebanon and Portugal were passing through the aftermath of abortive revolts. The Lebanese army was acting against strongholds of the Syrian Popular Party, which had organised the attempted coup. Some 1,000 arrests were reported. The Portuguese revolt of about fifty armed civilians was also speedily put down by the army, but not before Lieut.-Colonel Filipe da Fonseca, Under-Secretary for the Army, had been killed while investigating the situation in Lisbon.

In East Berlin the authorities continued to take every precaution to prevent refugees reaching the West. In West Berlin, Lord Home was expected on Wednesday of this week after his visit with Mr. Macmillan to Bonn.



Tanks at a crossroads in Beirut. **Right:** military vehicles pass along a street during the suppression of the attempted coup in Lebanon

speech from General Nasution, Indonesian Minister of Security

Just beyond the West border in Berlin, Communist police search a sewer for refugees

President Tomas (right foreground) and Dr. Salazar (behind, extreme right) attend a requiem in Lisbon for Lt.-Col. Fonseca, Army Under-Secretary, killed in the abortive revolt

JOHN CONNELL

UNITED NATIONS BALANCE SHEET

Lord Home's voice and manner are gentle, urbane and unprovocative. In appearance he might be a don who has spent a good deal of his spare time in the open air. Like another Lowland Scot of ancient lineage, Arthur Balfour, who was also Foreign Secretary in troublous times, Lord Home is a good deal more robust than he looks. In the last days of 1961 he made a major pronouncement on Britain's policy in, and towards, the United Nations, the response to which must have tested all his firmness of character.

He chose his occasion with some care. It was a meeting of the local branch of the United Nations Association—an all-party organisation, it is necessary to stress—at Berwick-on-Tweed, some fifteen miles from his own home at Coldstream. There was an audience of about 100, solid, douce voters, well wrapped against the bitter cold. A representative of *The Times* was there, and one or two other local reporters, but not the glittering assemblage of lobby men, special writers, television commentators and the like, that would have been scrambling around the Foreign Secretary in London, Paris or New York. Copies of his speech, however, had been circulated in advance, through the normal channels.

The members of the Berwick-on-Tweed U.N.A were neither enraged nor exalted by what they heard. After a question or so they stomped home to supper, soberly satisfied (one can reasonably conclude) with having heard an excellent discourse by a member of a family that has been weel kent in that Border countryside for many a generation.

Indeed it was an excellent discourse, well worth the rather nominal annual subscription to the U.N.A. But it was not (as the *Daily Express* clamorously proclaimed next day) "a devastating attack"; Lord Home did not "hammer" U.N.O. The *Daily Express* has its own motives, of which it makes no secret, for interpreting Lord Home's words in this fashion; and though you may disagree with them, they are perfectly comprehensible—and indeed respectable—motives. It is neither blasphemy nor treason to dislike the United Nations, nor is it an offence against the code of newspaper conduct to express that dislike, even in provocative terms.

However, in fact, Lord Home's speech was a carefully reasoned, dispassionate, moderate and profoundly thoughtful appraisal of the present crisis of confidence in the United Nations and of the dilemma in which Britain is thereby placed. It was mercifully free of every "Office" platitude; in content and in form it closely approximated to certain wise and courageous observations made by Mr. Adlai Stevenson (the U.S. Chief Representative), in the forum of the U.N. itself, in the immediate aftermath of India's entry into Goa. This action, and the reactions to it of four nations which are members of the Security Council, and of many others (probably, had it come to a vote, a majority) in the General Assembly, gravely shook confidence in the capacity of the United Nations—and the will of a great proportion of its members—to bear the obligations and responsibilities that are set out in the Charter. The loss of confidence was sharpest amongst those who, as well as being the principal founders of U.N.O., have borne the greatest burden of its labours, and paid—promptly and fully—the biggest share of its costs. Mr. Adlai Stevenson, instantaneously and dramatically, made clear the anxiety of the United States Government. The response from India and her supporters was, to put it mildly, disappointing—at once sanctimonious and unrepentant.

Since India is still a member of the Commonwealth, and since Portugal is bound to Britain by ties which have endured for many centuries, the Foreign Secretary was in duty bound to set out Britain's views without equivocation. I have no doubt that, in what he said at Berwick, Lord Home spoke for the vast majority of his fellow-countrymen. There is a minority, of course, for whom he did not speak. And they were—and are—extremely cross. Their anger is enhanced, I suspect, because they have read the *Daily Express* account of the speech, and have ignored, or found it convenient to forget, those sections of it in which the Foreign Secretary gave quiet, moving and deeply sincere expression to the hopes and aspirations, the ideals and the beliefs which—in his view and in the view of many of us—are being grossly tarnished, and are in danger of destruction, through the reckless and shortsighted actions of India and the other nations who condone and support those actions.

It is worth restating, as Lord Home restated, the principal purpose for which, out of the welter of misery and horror of World War II, the United Nations Organisation was founded. That purpose was to establish a basis of international security for the maintenance of peace. This aim was callously set aside when four members of the Security Council "voted publicly and without shame in favour of the use of force to achieve national ends."

That Lord Home pointed out this fact caused serious emotional disturbance among those who are often critics of the British Government's policies and purposes. *The Observer* deplored the idea (its own, not Lord Home's) that the speech could be interpreted as a "sophisticated" version of Sir Roy Welensky's views on the United Nations, and urged that the Government—as if it needed any urging!—should dissociate itself from Sir Roy. Mr. Sydney Jacobson, of the *Daily Mirror*, usually a balanced and always a sincere exponent of views with which I constantly differ, said that Lord Home's was "one of the most outrageous speeches delivered by any British Cabinet Minister for years," and was "an outburst packed with effrontery and humbug," which would further widen the rift between Britain and America.

Is it an outrage—or effrontery or humbug—to say that the resolutions persistently passed in the U.N. Assembly on colonialism, in recent months, have been careless of peace and security? What is so wrong in pointing out that some countries, which are free enough with their votes, are reluctant to pay their legally assessed subscriptions without which the organisation can be neither solvent nor efficient?

Sir Roy Welensky, Prime Minister of Rhodesia-Nyasaland chats with Police Superintendent Collett in Ndola near the Katanga border

Eighty-two out of 104 member countries are in serious arrears with their payments, but Britain—doubts though the Government may have had about the propriety of handing over a stock of 1,000-lb. bombs for "defensive" purposes in the Congo—is a fully paid up member. Could any other association continue to function if 80 per cent. of its members failed to pay their debts to it, yet continued to make full use of its facilities and voting rights? And has not a senior foundation-member, in no way in debt, the right to be anxious about the dilemma in which she is placed, not only by the financial recklessness of her fellow-members, but by their venomous hostility to aims and purposes which she holds dear?

"We have reached a stage," said Lord Home to the good folk of Berwick-on-Tweed, "when a large part of the organisation which is dedicated to peace openly condones aggression; when an organisation which was founded to sustain law and order encourages policies which must endanger it, or when a refusal by many to carry their share of the cost brings a prospect of power without responsibility."

Is there one word in this which anyone seriously interested in international affairs, whose vision is not distorted either by communism or by the harsh myopia of anti-colonialism, would contest? Are we bound to submit in perpetuity, and without a word of protest or criticism, to the "double standard" of international morality which Mr. Nehru and his friends find convenient for their present purposes?

Both *The Observer* and Mr. Sydney Jacobson referred disapprovingly to Britain's behaviour at the time of the Suez crisis in 1956. In the following year I wrote a book about that crisis, the central theme of which was that Egypt's action in stealing the Suez Canal from its owners and operators was an exploitation of the Western nations' sense of guilt, and Egypt's own weakness and neuroticism. And (my views were as unfashionable in 1957 as they are in 1962) I urged: "The weak and the immature cannot be allowed to bring the world down in ruins because, feeling hurt, greedy and resentful, they have snatched something which they know that the world needs and wants, for which they believe that they can cajole, nag and blackmail the world into paying any capricious price, or prices, they ask."

I hold to every world of that sentence. Had the United Nations taken a stand over Egypt's aggression in July 1956, Hungary might not have suffered its agony in the following November, and India would certainly not have been encouraged to snatch Goa last month.

Yet I believe, with as deep a passion as the Foreign Secretary's that, whatever its faults, we cannot now possibly discard the United Nations as an instrument—blunted though it may be—for peace. "Man" said Lord Home, "is not so far removed from the jungle that he can dispense with any discipline there may be to hand." What we must try to do is to strengthen that discipline.

[*The view of India on recent events in Goa is published in "The Voice of the Commonwealth" on pages 72-73.*]

President de Gaulle talks with Sir Pierson Dixon, the British Ambassador, at the customary New Year reception for the diplomatic corps in Paris. At the start of 1962 there were few signs of solutions being found for France's many problems. In Algeria violence continued and on one day alone last week thirty-seven people were killed and sixty injured. After reports of assassinations attributed to the Algerian Nationalists, gangs of European youths hunted down Muslims and shot, stabbed or lynched them. Hopes decreased of a resumption of the talks between the French Government and the Algerian Nationalists when another series of negotiations in which France is concerned—those dealing with Tunis—broke down in Rome. In Paris the butchers were boycotting the purchase of beef in protest against the Government's decision to fix beef prices. It was reported the authorities were to take action against them

THE NEW YEAR IN FRANCE

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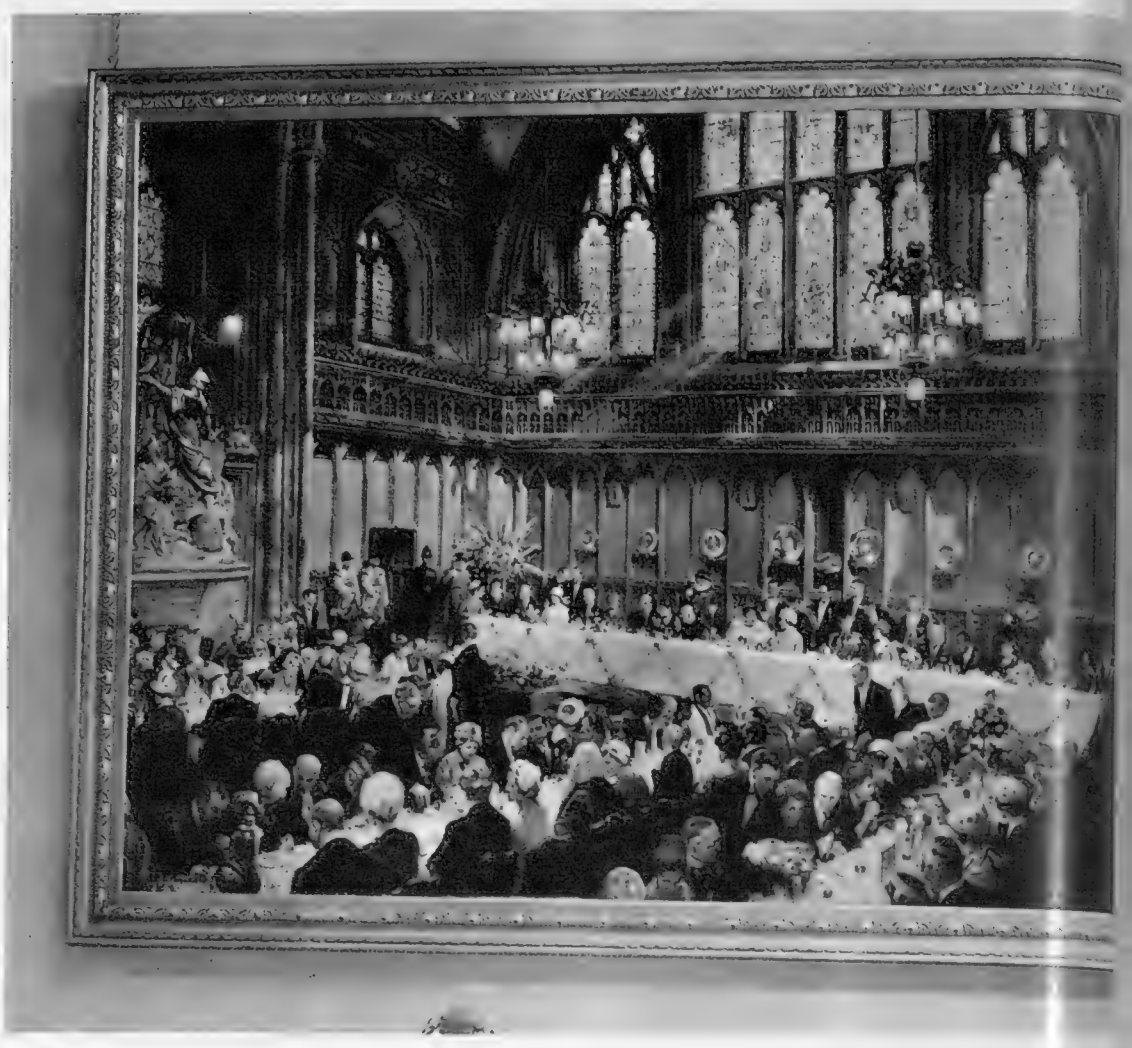
A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

U.N. The United Nations Organisation, if it is not to go the way of the League of Nations, needs all our prayers and all the help we can give it. The General Assembly has already changed beyond the recognition of those who framed it and it can now be dominated by the new independent nations who "joined the Board after allotment"; the majority of these were not considered or even imagined as suitable candidates for a world-politically-conscious assembly, when it was formed. Inevitably these newcomers must "learn their way about the House" and grow to comprehend the essential objects of the institution. It was never designed as a propaganda device or as an exchange for the airing of individual grievances and aims. But it is to be observed that very early in its life, the Assembly and the Security Council diverged from their charters towards those very undesirable uses. There may be a ray of hope in the realisation that this lapse was not originated by the new members who can now command a majority voice on many issues. The foolish word "colonialism" is, no doubt, the word most often mouthed by the newcomers and directs many of their individual votes, but that word was not made prominent by them. They learned it from some of the original "grave signors" who founded the Club. Lord Home's modified hopes that the U.N. may yet be saved and regain some of its lost authority may be based on the fact that majority voting on several issues recently before the Assembly cannot be charged with irresponsibility or political inexperience. The new members are not all propagandists or concerned only with self-interest. They are alive to some of the dangers that threaten the world's peace and the welfare of their new Club (which depends a good deal on the punctual payment of subscriptions by all members).



The painting by Terence Cuneo of the Queen at a luncheon given by the City of London, which is now hanging in the Guildhall library. The luncheon took place last March, just before the Commonwealth Prime Ministers' Conference

A view looking down the main street of the Cotswold village of Burford. On the right is the board of the Duke of Marlborough Trophy for the best kept Oxfordshire village which went to Burford for 1961

NEHRU RETURNS THANKS. One might have supposed that Nehru and his Defence Minister had no one to thank but themselves for the aftermath of the Goa business. But that was not so. Mr. Nehru was able to thank Russia warmly for her support of India over Goa. The "liberation" of Portugal's possessions had given Russia "profound pleasure." But Nehru's thanks were qualified by a rider less acceptable to Russia. Seeking to retrieve his lost apostolate of peace, he "would strive to be friendly even to those countries which had criticised his action." It is unlikely that Russia welcomed that promise. She is an expert at "liberating" other nations and does not encourage them when "liberated" to have friendly relations with Western powers. Human memory is lamentably short, and I incline to revise my opinion that no more will be heard for a long time from Nehru in the role of Apostle of Peace. It may even be that in the first aggressions of 1962 (already threatening) we shall hear his voice again preaching patience, moderation and peaceful means of settlement. He can bank on the transience of human memory. It is not so certain that he can bank on the disinterested approval of all the

Fijian recruits to the Royal Engineers and the Royal Army Service Corps leap barefoot in the snow at Southwood Camp, Cove, near Farnborough. They came to Britain towards the end of last year as a result of an extensive Army recruiting campaign in all parts of the Commonwealth

Communist world for his policies and practices and preachings in 1962. The Russians prefer a more solid *quid pro quo*.

THE CHRISTMAS DAY BROADCAST. Next Christmas will be the thirtieth of the series of Royal broadcasts, since, in 1932, King George V "broadcasted from Francis's (Knollys's) little (back stairs) room" in Sandringham. He was nervous then and on subsequent occasions and disliked the interruption in the Squire's Traditional Christmas day. But he would not allow long words to be put into his mouth. He always chose his own simple phrases and they were memorable and moving. The hierarchy of the Church likes to have a hand in preparing the messages, but the will of the speaker usually prevails. Like her grandfather, the Queen speaks her words well and chooses many of them herself, and like him, dislikes the interruption in the traditional Sandringham programme. Hence the earlier recording. I preferred these messages when delivered to the ear only. The "frills" laid on by TV, in a desire to ring the changes and find novelties, benefit neither the Queen nor the viewers. The institution, no doubt, will last as long as daylight saving and Remembrance Sunday, but I think it is (unlike Victorian children) better heard than seen. King George V was a much better broadcaster than he knew. He managed to reduce to a minimum the inevitable note of preaching and to produce a fireside and personal chat with one and all of his hearers in the Commonwealth. It is always a difficult thing to do and is made harder in a pictured pre-recording, though the Queen does it very charmingly and effectively.

ROYAL OCCASIONS. All the world loves a lover and all the women dote on a first baby. When it is a Royal romance or a Royal first baby, the doting public grows dotty. In a grim and dour world, there is a thought for our comfort. A new generation of Royalties is growing up to the time of marrying and producing babies, and accordingly we can look forward for a decade at least to such cheerful and enthralling lightenings of our darkness and drabness. Many of these first-borns will be in the line of succession and their distance from the throne will be calculated by skilled genealogists. It is my hope that they will go on calculating long after the tenth in succession is born. I hope that the news-announcers and the Dimblebys will still keep some of that note of awe and rapture in their announcements until the birth of the Prince of Wales' heir knocks for six some of the "presumptives" and lowers them on the ladder. I wish long life and happiness to them all, bridegrooms, brides and offspring and pray that they may never be called on to rise on the ladder. For every match and hatch in the Royal Family gives us a glow of excitement and an access of undiminishing loyalty, and I hope that second and third babies of Royal marriages may receive the same publicity as the first born. We cannot hear too much about their bridal veils and prams and christening robes. There is work for the B.B.C. women and men for years ahead if they are to continue to give their public what above all it wants. But perhaps there might be some slight diminution in the degree of reverence and solemnity when the voice foretells a Royal birth or describes a Royal wedding than when it treats of death or "some far-off divine event." There are degrees of emphasis.

D.N.B. I am one of those constant readers of the *Dictionary of National Biography* who believe that Government assistance should be given to that monumental and admirable national memorial of British worthies. I don't know if it needs money. The only hint I have is that the publishers cheese-pared of gold lines on the covers of its latest two decade supplements and altered their appearance on my shelf for the worse. Of course *D.N.B.* needs to be brought up to date with revisions necessary from archives discovered since the articles were written, and by the inclusion of forgotten men and women who have since become "worthies." But obviously the twenty-seven huge volumes extant can never be re-written and made up to date; and a supplement of corrections and additions, from Abbadie to Zuylestein, seems the only practicable way to do it. It would be well worth while. I have a little list of detected slips in the existing volumes and of one or two worthies since disclosed by more recent light from then unknown sources. For example, what editor since 1903 would dream of omitting a half-column on the incomparable Mr. Creevey who helped so much to throw light on himself and his contemporaries? At the moment, the only attempt at revision has been (and can only be) in the *Concise* Dictionary. Part ii (1901-1950) of this epitome is now out and has been criticised for inconsistency in relative "values" of the subjects criticised. One day, I hope, the stupendous original work will at least be brought up to current standards of knowledge by means of a corrective supplement containing corrections and additions from the dark ages to our own times. It will cost a lot of thought research, labour and money.

THE OLD STAGER

Deanie Loomis (Natalie Wood) and Bud Stamper (Warren Beatty) walk home from school in the small Kansas town in which they live. The period is the late 1920's

Deanie finds happiness at the mental institution she is sent to

ENTERTAINMENT

SPLENDOUR IN THE GRASS

at the Warner Theatre from January 11

Elia Kazan's new film is set in a small town in Kansas in the late 1920's and early 1930's and has an original screen-play by William Inge, one of the U.S.'s most respected dramatists, based on memories of his own youth. (Inge plays a small part in the film.) The title is taken from Wordsworth—" Though nothing can bring back the hour/Of the splendour in the grass." As may be guessed, the story is concerned with young love. But it is a film which in its way faces the problems of youthful idealism, adrift in a welter of parental misconceptions. Deanie and Bud, while at school, fall in love. They want to sleep together but are not allowed to marry for a variety of reasons. Deanie's parents only want her to marry Bud because his father is rich: Bud's father doesn't want his son to marry but to achieve glory at Yale. Kazan's imaginative direction captures the spirit of the 1920's; of wild parties, narrow-minded small-town gossip, and the ambitions of the American new rich. The two young lovers part for the most honourable of reasons. Deanie suffers an emotional collapse and her parents are forced to send her away for psychiatric treatment. Physically separated, the lovers drift apart. The film, which is released by Warner Pathé, has an unusually strong cast, led by two talented young stars, and is a sharp evocation both of its period and of idealistic adolescence.

The Minister (William Inge)

Deanie with her parents (Audrey Christie and Fred Stewart)

At a dance, Deanie is admired by her friends

Bud (Warren Beatty) is the star of the school's football team

In the Loomis home, Bud and Deanie pretend to play the piano

Ace Stamper (Pat Hingle) argues with his daughter Ginny (Barbara Loden). **Below:** Deanie runs away from Toots (Gary Lockwood)

THE VOICE OF THE COMMO

Astor, a competitor in the annual Sydney to Hobart yacht race, leaves Sydney Harbour on the 680-mile run down Australia's eastern coast

NEW ZEALAND

Brigadier Bernard Fergusson, soldier, author and churchman, is to succeed Lord Cobham as Governor-General of New Zealand. The son of a former Governor-General of New Zealand, Brigadier Fergusson was born in 1911 and joined the Black Watch in 1931. He sprang to fame during the war as a leader of the Chindits in Burma and among his many books he tells the story of those operations in *Beyond the Chindwin*. After the war Brigadier Fergusson's appointment included command of the 1st Battalion, The Black Watch, 1948-51. He is a prominent member of the Church of Scotland

INDIA

The reasons for the action in Goa

India's action in Goa has been hailed in most of the African and Asian countries and criticised in most of the Western countries. In order to understand why India acted as she did in Goa, one has to know something of the background to this colonial question.

When in 1947 the British left India and Pakistan, and soon after relinquished their hold on Ceylon and Burma, they immediately won the friendship of those countries and ensured the preservation of their cultural and commercial interests. Following the example of the British, the French, too, made *de facto* transfer of power in 1954 as a result of friendly and peaceful negotiations.

The agreement with the French provided that the former French settlements would remain a separate administrative unit and constitutional changes would be made only after ascertaining the wishes of the people. Full safeguards were provided for the preservation of the French language and the cultural and educational institutions.

India earnestly hoped that following the example of the British and the French, the Portuguese Government, too, would come to an agreement with India regarding Portuguese possessions on Indian territory, but these hopes have been belied in the last fourteen years.

By their location, Goa, Daman and Diu are undoubtedly parts of India. The overwhelming proportion of the population is of Indian origin. It should be remembered that, in spite of 450 years of all-out colonisation efforts by Portugal, of a population of about 600,000 there are no more than 1,000 Europeans or descendants of Europeans or those of mixed blood.

Out of the total population 61 per cent. are Hindus, 36 per cent. Christians and 3 per cent. Muslims and others. The language spoken in Goa is Konkai, which is the language spoken by millions on the Konkan coast, and in Daman and Diu, Gujerati. Only 1·43 per cent. of the population read and write Portuguese. A large number of Goans (over 200,000) live and work in India, and have been supporting their families in Goa by periodical remittances.

Goa is undoubtedly a Portuguese colony on Indian soil. The U.N. General Assembly resolution of December 15, 1960, clearly listed " Goa and dependencies, called the State of India," as non-self-governing territories and demanded that Portugal should supply information on the progress towards self-government to the United Nations. But Portugal has continually flouted the United Nations in this regard.

Under Portuguese rule, liberties were unknown in Goa. There was a rigid Press censorship, police spying, absence of liberty of speech, assembly and association. There were no democratic institutions and the administration was virtually in the hands of a large number of Europeans who held top executive posts, backed by the Army which, too, was primarily European. The Portuguese rule in Goa would have put to shame even the most autocratic regimes of medieval times.

It was in these circumstances that the Goans launched several movements for liberation since 1946. The people of Goa, Hindus, Christians and others, men and women belonging to all walks of life, participated in these movements which were launched in 1949, 1951, 1954 with rising crescendo. The Portuguese crushed these movements ruthlessly, although they had been purely non-violent.

In 1954 the people of Dadra and Nagar Haveli rose as one man and threw off the Portuguese yoke without assistance or intervention from India. It is noteworthy that the change-over was absolutely non-violent and peaceful.

Portugal did not respect the United Nation's resolutions. Nor did she prove amenable to friendly diplomatic negotiations over the ending of colonialism in Goa. In the meanwhile, public opinion in India was becoming restive and was greatly inflamed by Portuguese shooting at an unarmed Indian merchantman and a fishing craft, killing a fisherman. Also the Portuguese troops made incursions into Indian territory. In the circumstances, India had no option but to use armed force to liberate Goa and avoid the chaos and bloodshed that have characterised Portuguese colonies elsewhere.

Goanese wave an Indian flag and cheer Indian troops entering Panjim

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Mr. A. Husain, Pakistan's Minister of Education and Scientific Research, presents Speech Day prizes at the Karachi Grammar School

CEYLON

A new hydro-electric scheme is inaugurated

A new stage in the development of Ceylon's hydro-electric power resources was reached last month when the Minister of Agriculture, Land, Irrigation and Power inaugurated the driving of a 20,000-ft. tunnel at the island's Aberdeen/Laxapana Hydro-Electric Scheme. This marks the beginning of construction and installation work designed to double Ceylon's present hydro-electric power capacity to 100,000 kW.

Lacking coal or oil, Ceylon has to depend primarily on water resources to meet the increasing demand for power for industrial and domestic use. The island has many perennial rivers which can be harnessed to generate power, and already the major part of local power output is hydro-electric.

The Aberdeen/Laxapana project launched some years ago now produces 50,000 kW. It is estimated that when this project is finally completed it will yield five to six times this output. The present stage of development will expand output to 100,000 kW. It is expected to be completed by the end of 1963. A leading Swedish firm was awarded the contract, after worldwide tenders had been examined, for the civil engineering work involved in this stage of the project.

Meanwhile work is progressing on a thermal power plant near Colombo which will increase Ceylon's industrial capacity by another 25,000 kW. At the same time preliminary investigations have been undertaken into other possible schemes for the generation of hydro-electric power. Two of the island's major rivers have been the focus of these studies for which foreign technical assistance has been obtained.

Ceylon has received capital assistance for power development in the form of two loans from the World Bank. The first loan was for early development of the Aberdeen/Laxapana project, while the second loan is being supplied to cover the foreign exchange costs of setting up the new thermal power plant near Colombo.

A Government agency, The Department of Electrical Undertakings, is responsible for the bulk of generation and distribution of electricity in Ceylon, and the future development of power supplies for growing industrial use is being given high priority in Government planning.

GHANA

Preliminaries completed for the Volta River Project

Seven firms from various countries have been awarded contracts totalling £9,683,000 in connection with the supply of equipment and the construction of transmission lines for Ghana's £70,500,000 Volta River Project. The giant scheme will provide power for industry, bring electricity for domestic use, and create one of the largest man-made lakes in the world, with obvious possibilities for transportation, fishing and irrigation.

These awards have raised the total amount of work on the contract in connection with work on the big project to over £35,000,000. Towards the project, Ghana has accepted loans amounting to £17,000,000 from the International Bank of Reconstruction and Development, £5,000,000 from the United Kingdom Government, and £13,000,000 from the United States Government. Besides this, the U.S.A. is to lend to a consortium of American aluminium companies about £45,000,000 to enable the American group to erect a smelter in Ghana.

The project centres on the building of a dam that will stretch 2,100 ft. across the Volta River at Akosombo, north-east of Accra; a power station designed to accommodate six generators, each with a continuous output capacity of 128,000 kilowatts; and a transmission system to distribute the new power. These installations will be administered by the Volta River Authority, of which President Nkrumah is Chairman.

A major purchaser of the power generated by the dam will be a 100,000-ton aluminium smelter at the seaport city of Tema. The smelter will be built and operated by a consortium of American companies. In addition to providing Ghana with an important new industry, the aluminium operation will enable the hydro-electric project to pay for itself in the future.

The idea of damming the 1,000-mile-long Volta as an electric power source has been dreamed and talked about for years. Preliminary work began soon after Ghana became independent in March of 1957.

The project is intended to diversify Ghana's economy, now centred on the cultivation and export of a single crop—cocoa. While a substantial share of the new power will be purchased by the aluminium smelter at Tema, there will be plenty of extra power to attract other industrial investors as well as to supply electricity to towns and villages in Ghana's southern area. When completed, the facilities at Akosombo will produce nearly 800,000 kilowatts of electricity, or twenty times the 1960 capacity of the Electricity Department.

The 3,275-square-mile lake that will be formed behind the dam will provide a water highway to Ghana's northern region. Low-cost, comparatively rapid transportation is expected to encourage inland commerce. Cattle and other agricultural produce will be brought by boat from the north to markets in the south, arriving in prime condition.

The lake will eventually produce an estimated 10,000 tons of fresh fish a year, much of it readily accessible to areas of the country too far from the sea to be ready markets for the sea-water catches. The lake also will supply an abundance of water for irrigation purposes, and wet-land crops, such as rice can be cultivated along its margins during the project's construction period. A rise in employment and in the purchase of local materials will be immediate advantages, and new access roads and rail lines will improve communications and open up food-producing country.

After a period of operation, the privately-owned aluminium smelter is expected to benefit the economy as a whole as a large earner of overseas currency from the export of aluminium and a contributor to the national treasury through company taxes. The smelter itself will employ some 1,500 persons, not counting the general stimulation to employment which usually follows the creation of such industries.

Sir Geoffrey de Freitas, Britain's new High Commissioner in Ghana, pictured as he leaves to take up his post. At London Airport he said that he thought that the Queen's visit to Ghana in November had been of lasting benefit

Sir Learie Constantine, the celebrated cricketer, who was made a Knight in the New Year's Honours. He is coming to Britain soon as Trinidad's first High Commissioner. He played frequently for the West Indies v. England before the war

LONDON'S NEW TOWNS

By **MAJOR-GENERAL A. C. DUFF,** *author of "Britain's New Towns—An Experiment in Living"*

The New Towns Act became law in October 1946, and the following six months witnessed the birth of the first four of London's New Towns: Stevenage, Crawley, Hemel Hempstead and Harlow. They were born into a cold and unfriendly world. They had, it is true, a band of devoted supporters, but many of these supporters were distinguished more by their enthusiasm than by their judgment. Comment in business circles dwelt on the imprudence of a Socialist Government, on the millions of public money that would be spent to no useful purpose, and on the family likeness between New Towns in England and groundnuts in East Africa.

The object of the New Towns was to ease the pressure on the London area by drawing off both population and industry, and it was a fundamental principle that the people who came to live in a New Town must also work in the New Town. There could be no question in peacetime of using compulsory powers to secure the movement of either individuals or firms: it had to be done by persuasion. To persuade the individuals was not difficult, for to a Londoner newly married and sharing a house or a flat with his parents, or his wife's parents, the offer of the tenancy of a house, a new house, with bathroom, lavatory, electricity and gas, seemed too good to be true. To persuade manufacturing industry to move was quite another matter. Why should they? What had the New Towns to offer? Yet if industry could not be persuaded to move, the New Towns would be stillborn.

Statistics for the end of 1960 are available and it is interesting to scrutinise them and see what progress had been made by the four original London New Towns and the four more—Hatfield, Welwyn, Basildon and Bracknell—"designated" in 1948 and 1949.

These eight New Towns, composing the London Ring, had in 1946 a total population of 98,842. This population by the end of 1960 totalled 326,800—an increase of 227,958. To house the incomers there had been built 73,726 houses and flats. To meet their needs for shopping there had been built 1,619 new shops, with a total of 2,054,205 sq. ft. of floor space. To provide for the education of their children there had been built 133 new schools, providing 67,200 school places.

A view by Aerofilms of the main shopping centre at Harlow New Town

Basildon's New Town shopping centre

What success had been achieved in persuading industry to come in sufficient quantity to match this increase in population? Over the same period the number of new factories built had been 387, their floor space totalling 12,976,771 sq. ft., giving employment to 57,224 persons. Thus of the immigrant population of approximately 230,000 there had been provided jobs in manufacturing industry for approximately 57,000, or 25 per cent.; and this is about the proportion which might be expected to seek such employment.

These figures are impressive but the critic may say that anything can be done—at a price. So look at the published balance sheets of the New Towns at March 31, 1960. The finances of a New Town are bound to conform to a pattern. All its capital is borrowed from the Treasury, and has to be repaid, with interest, to the Treasury. In its early years any New Town will incur heavy capital expenditure on civil engineering services—roads, sewers, water-supply—which will yield no return until the population begins to grow. Further than this, it will have to put down the capital required to build both houses and factories, and pay the building contractors, before the tenants enter into occupation and start paying rent. By the time a New Town is receiving any appreciable revenue it will have borrowed from the Treasury some millions of pounds on which the loan charges have to be met. As the years go by its revenue will increase until there comes a time when it should show an annual surplus on its revenue account. This point had already been reached by three of the first four New Towns, Harlow, Hemel Hempstead and Stevenage, which between them showed a surplus of £481,000 on their accounts for 1960.

There is, however, an even more important aspect of New Towns finance which does not appear in their published accounts, and this is the increase in values due to the fact of the creation of the New Town. Land for its shopping centres was bought by the New Town Corporation at the price of agricultural land, say £80 to £100 an acre. The Corporation developed this land and could now sell it, if they wished, at a hundred times that price. A New Town Corporation does not sell freehold — barring exceptional cases such as land for church buildings — but when the

(*Continued on page 76*)

Daneshill House, an office block in Stevenage

Albion House, in Hemel Hempstead

The clock tower at Stevenage, which has a pre-stressed concrete frame

Two-storey terrace houses at Basildon New Town, in Essex

Contrasting materials are used in this terrace at Basildon

LONDON'S NEW TOWNS

(*Continued from page 74*)

leases fall in it will be possible to reap a handsome return on shops and on industrial sites.

If it is accepted that the New Towns are proving a highly successful experiment it is natural to consider how this success might be exploited. The problem of over-crowded cities is still far from solution. Is there a case for building more New Towns? And, if so, should they be of the same sort of size, and built in the same sort of location?

As to their size, the population proposed for the eight London New Towns now building averages about 60,000. The largest is Basildon with a proposed population of 106,000. It was a considered decision that the size of a New Town should be of this order, on the grounds that if it were much smaller it would be unable to support institutions—hospitals, cinemas, churches, hotels, etc.—appropriate to a community intended to be self-contained. If, on the other hand, it was planned for a population much in excess of the 60,000 mark, the acreage covered by the New Town would increase to such an extent that residents near its centre would be too remote from the open countryside beyond the perimeter. There is, of course, some force in the argument that the inhabitants of a New Town should be encouraged to take at least a nodding interest in the countryman and his occupations, but his interest may not be greatly influenced by whether the nearest field is one mile away or two miles away; and it is possible to plan a New Town so that fingers of woodland and agricultural land penetrate into the heart of it. For any future New Town a population figure of, say, 250,000 deserves consideration.

As to their location, all the eight London New Towns were placed about 30 miles out from the centre of London. If individuals were to be persuaded to move there, and, still more, if industry was to be persuaded to move there, their leap into the unknown had to be kept to a distance not too alarming: an hour or so by road or by train. That was the position twelve years ago, but now the New Towns are no longer speculative propositions drawn on paper; they are solid realities in bricks and mortar. The leap is no longer into the unknown. It should be possible to locate future New Towns at greater distances from the cities which they are designed to serve.

Varied paving in Queens Square, Crawley New Town

The Maternity Hospital at West Green, Crawley

The façade of the Church of St. Paul, in Harlow

A night view of St. George's Church, at Stevenage

An aerial view of Cumbernauld New Town, showing the variety of unusual layouts. The old village of Cumbernauld can be seen in the top left of the picture

A NEW TOWN IN SCOTLAND

Cumbernauld New Town occupies a central position in the lowland industrial area of Scotland. The designated area is roughly triangular in shape and consists of 4,150 acres of land, although hills and mine workings make the area which can be developed comprehensively considerably less. Its target population is 70,000, 80 per cent. of whom will be from Glasgow's overspill. It will have a net density of between 83 and 85 persons per acre—almost double that of any other New Town in Britain. However, more than half the dwellings will be two-storey houses, many of them with gardens or private open spaces.

It has an unusual layout. Face-to-face siting is avoided. Windows do not overlook neighbouring houses opposite, but, wherever possible, the countryside around. There are many two-storey terrace houses. Garages are built in circular blocks to conserve space. There are also Y-shaped blocks of flats arranged in irregular patterns around linking courtyards. Houses and gardens are sited to obtain maximum advantage of daylight and sunshine. The system of roads has been developed with an entirely separate footpath system. A main commercial shopping and social centre will occupy the top of the hill, with access from the housing developments surrounding it. Individual local shops will provide for day-to-day needs. The three main industrial areas can also be easily reached.

One of the Y-shaped blocks of flats arranged around courtyards. **Below** Patio houses backed by four-storey maisonette blocks round an open space

Terrace houses set almost in the country. A sand-pit for children is in the foreground

BRIAN VESEY-FITZGERALD

BULLFINCHES ARE BUD-EATERS

Every spring the bullfinches raid my fruit. They have a passion for the buds of plum and pear and apple. The books say that they also take currants and gooseberries and I am sure that the books are correct, but I cannot say that I have ever noticed them on mine. I should I suppose be grateful for small mercies. But, though the bullfinches around here ignore my gooseberries and currants, they have a marked partiality for my lilac and weigelia, and for the seeds of heather. In the autumn they are back again for the berries of the rowan, although they are usually a bit late for these. The blackbirds and the thrushes usually strip the trees before the berries are fully ripe, and the bullfinches get only those that were beyond the reach of the bigger and heavier birds.

Like most gardeners I take a pretty low view of bullfinches in the garden, at least in the spring. But I do not retaliate. I have no wish to kill anything. In any case, though it is true that bullfinches destroy many more buds than they eat and obviously do a great deal of damage, despite their activities I have more than enough fruit for my needs in a normal year. Besides, I like watching bullfinches feeding on buds.

Tits, especially the blue and the great, also take the buds of plum and pear and apple, and the buds of elm too (as do bullfinches), but I have seen it suggested that they are really taking insects within the bud, that they do not eat the bud, but destroy it to get at the insect inside.

Bird-lovers, sometimes advance the same defence for the bullfinch, maintaining that the bird only destroys those buds already attacked by insects and that the bud would not come to anything anyway. I do not believe this either of tit or bullfinch. I must admit that I am not absolutely certain about the tit—but tits will eat coconut and other nuts and fat, and they are not concerned about insects then. A tit will eat almost anything and I cannot believe would say " no " to a nice juicy bud just because it did not happen to contain an insect—but I am absolutely certain about the bullfinch. Bullfinches being bud-eaters.

Bullfinches are not acrobatic birds in the sense that tits are. No bullfinch will hang upside-down to get at a bud as a blue tit will do. I do not think that such an acrobatic feat would be beyond the bullfinch—you may often see one of them swinging about on the end of a slender little twig, very much in the manner of a blue tit, and that is acrobatic enough, even if it is done by accident rather than by design—it is just foreign to his nature. He prefers to be the right way up, just as a tit seems to prefer the reverse. He is deliberate in his movements; slow, by comparison with the tit.

When you first see a bullfinch at work amongst the buds, he appears a stout and clumsy bird, an awkward bird. He likes to walk out along a twig as far as he dare (and it is astonishing how slender a twig he considers firm enough to bear his weight) and then to stretch forward—he has a positively telescopic neck—to take the bud. Often he will stretch from one twig to take a bud from another, whereas the tit would hop from twig to twig. And when the bullfinch does leave one twig for another, he prefers to climb, testing each twig before lending it his weight. It is all undeniably awkward, but awkward, as Selous pointed out, in the most graceful manner imaginable. Though my buds shower to the ground, I love to watch it.

Normally indeed, this is the only time when one has a chance of watching bullfinches. So gorgeously coloured a bird, with its black cap, black wings and tail, blue-grey back, and rose-red underparts, ought to be conspicuous in the English countryside at any time, and bullfinches are common enough wherever there are woods and old hedgerows and plenty of thorn bushes. Yet, how often do you see one: I mean for long enough to watch it? I live in ideal bullfinch country and there are plenty of them about as the nests in the leafless hedgerows of autumn testify, but normally all I see is a white rump flitting away from me along a hedgerow or a fleeting glimpse as a bird leaves one thorn bush for another. Bullfinches are secretive birds and are never far from thick cover, except when the buds lure in the spring.

This winter I have been more fortunate. The hard cold weather which came just before Christmas, with the ground frozen hard, ice over the little stream, and the wind biting from the north-east, drove them down to the cottage to seek food with the tits and the sparrows, the blackbirds and the thrushes. One morning I watched four together. This, I think, must be very unusual, for I have never before seen more than two at one time.

What big, stoutly built, birds they are! Actually, the bullfinch is no bigger in length than the house sparrow or the greenfinch and weighs just about the same (an ounce or a little less), and is a little smaller (perhaps a quarter of an inch) than the chaffinch. You would never think so. Puffed out in the cold they looked much larger, more powerfully built, bigger birds altogether.

These were two pairs and they were friendly enough towards each other, but far from friendly towards the sparrows and chaffinches and tits; particularly the tits. When the bullfinches arrived, the sparrows and the chaffinches gave way and so did the robin—blackbirds and thrushes took no notice—but the tits had to be driven away. To say that they were attacked would be an exaggeration, but there was always a demonstration, a show of force. The tit always held its ground to the very last moment. The two compete for buds in the spring, of course, and maybe there is a natural animosity. Seeing all these other birds give way, it was rather surprising to find the bullfinches giving way, without any resistance, to greenfinches, slimmer and, one would have thought, less aggressive birds. But they always did so, and there was no need for any demonstration on the part of the greenfinch.

The other surprising thing was that having, so to speak, cleared the ground, the bullfinches did not know what to do with it. Presumably they wanted food, and there was food in plenty, but they did not seem to be able to cope. They would hop about, very clumsily (I think that they must rarely come to the ground under normal circumstances) and then fly up into a nearby bush apparently without taking anything and certainly without taking enough to assuage hunger. I felt quite sorry for them. At once all the others would come down again. Bullfinches seem to be better at buds than biscuits.

Two bullfinches on the alert on the rim of a bird bath. **Right:** Parent bullfinches feed their young. Photographs by Eric Hosking

The new de Havilland Trident jet airliner stands on the snow-covered tarmac of the company's test airfield at Hatfield. Behind is a Comet 4C for R.A.F. Transport Command

The Trident has its three turbojet engines mounted at the rear of the fuselage

WAITING TO FLY

The Hawker Siddeley Aviation Group, of which de Havilland is part, announced last week that preparations for the first flight of the Trident airliner had been held up by the weather. At that time the company's airfield at Hatfield was covered in snow to depths of between 12 and 20 ins. It had been hoped that the Trident would fly for the first time at the end of last year. The airliner, like the rest of the new generation of British jet airliners, has its engines mounted at the rear of the fuselage. B.E.A. have ordered twenty-four Tridents, with deliveries starting next year. Designed for short and medium range routes with extremely economic operating costs, the aircraft will carry B.E.A.'s hopes for supremacy on European air routes. The Trident is the first civil airliner to have an automatic landing system designed into it.

TRAVEL

A JOURNEY TO JORDAN

By **GORDON COOPER**

A recent visit to the Hashemite Kingdom of Jordan provided an outstanding landmark in my travels. There I saw not only the developments of an emergent State, but found in this strategically-located Arab land a background of many civilisations, both indigenous and foreign, which have greatly influenced the course of human progress. Present-day Jordan is the product of these great civilisations, and affords the interested traveller revealing glimpses of its great past. Not least of these is the opportunity to examine some of the sites of the Holy Land: the home of the Old Testament Prophets, the scene of Christ's birth, ministry and death.

Jordan is not difficult to reach, for Jerusalem, a good starting-point for a tour, is connected by daily flights with Cairo and Beirut. There is an interesting overland route by car from Beirut, via Damascus, Jerash and Amman, Jordan's capital, to Jerusalem. A taxi service is available, whereby the tourist can hire a seat in a car. The trip takes about eight hours.

The Street of Columns leads into the Colonnade and Forum in the ruins of Jerash

The Garden of Gethsemane in Jerusalem

The Holy City contains so much of interest, especially to the Christian, that days can be spent happily there exploring the various religious sites: the Via Dolorosa, the Church of the Holy Sepulchre, the Grotto and Church of Gethsemane, the Tomb of the Virgin Mary, the Church of the Ascension, and the magnificent Muslim mosque known as the Dome of the Rock. The Palestine Archæological Museum, custodian of the Dead Sea Scrolls and many other remarkable treasures, is a beautifully designed building. In the vicinity of Jerusalem is Bethlehem, with its Church of the Nativity, in whose grotto a star marks the traditional site of Christ's birth.

Farther afield is the River Jordan and Jericho, the oldest continuously inhabited city in the world, where you can see most fascinating modern excavations into the past. Not far distant is the Dead Sea, with its first-class Dead Sea Hotel (air-conditioned) and where I took a bathe in the very saline waters of this inland sea. I could do nothing but float, and had to be assisted out.

Amman, 56 miles from Jerusalem, is reached by a rather rough road, although a new highway is under construction. This constantly expanding capital of Jordan is the residence of King Hussein, but apart from its excellent hotel, the Philadelphia (complete with cabaret show), and a Roman theatre with a seating capacity of 6,000, there is not much to appeal to the visitor. I was interested to see that the local Boy Scouts were employed in the main streets to prevent pedestrians from jay-walking. It is an idea that might well be copied in Britain.

In this land of enchantment there are many places of archæological interest, but the two great cities of the classical period are Jerash and Petra. The former lies 35 miles north of Amman, and it is one of the most complete examples of a Roman provincial city to be seen anywhere. Among its outstanding ruins are the Triumphal Arch, the Temple of Zeus, the Great Theatre, and the Street of the Columns. Few Roman sites have given me more rewarding delight.

There are some places in the world which I treasure in imagination: Angkor and its temples; the dead city of Khajuraho, in India; the Taj Mahal, of course; Palmyra, in Syria; Baalbek, in Lebanon; Machu Picchu, in the Andes (which I fear I can never see); the Mosque in Cordoba; and Petra, longer desired, perhaps, than any of the others. Now I have reached this goal.

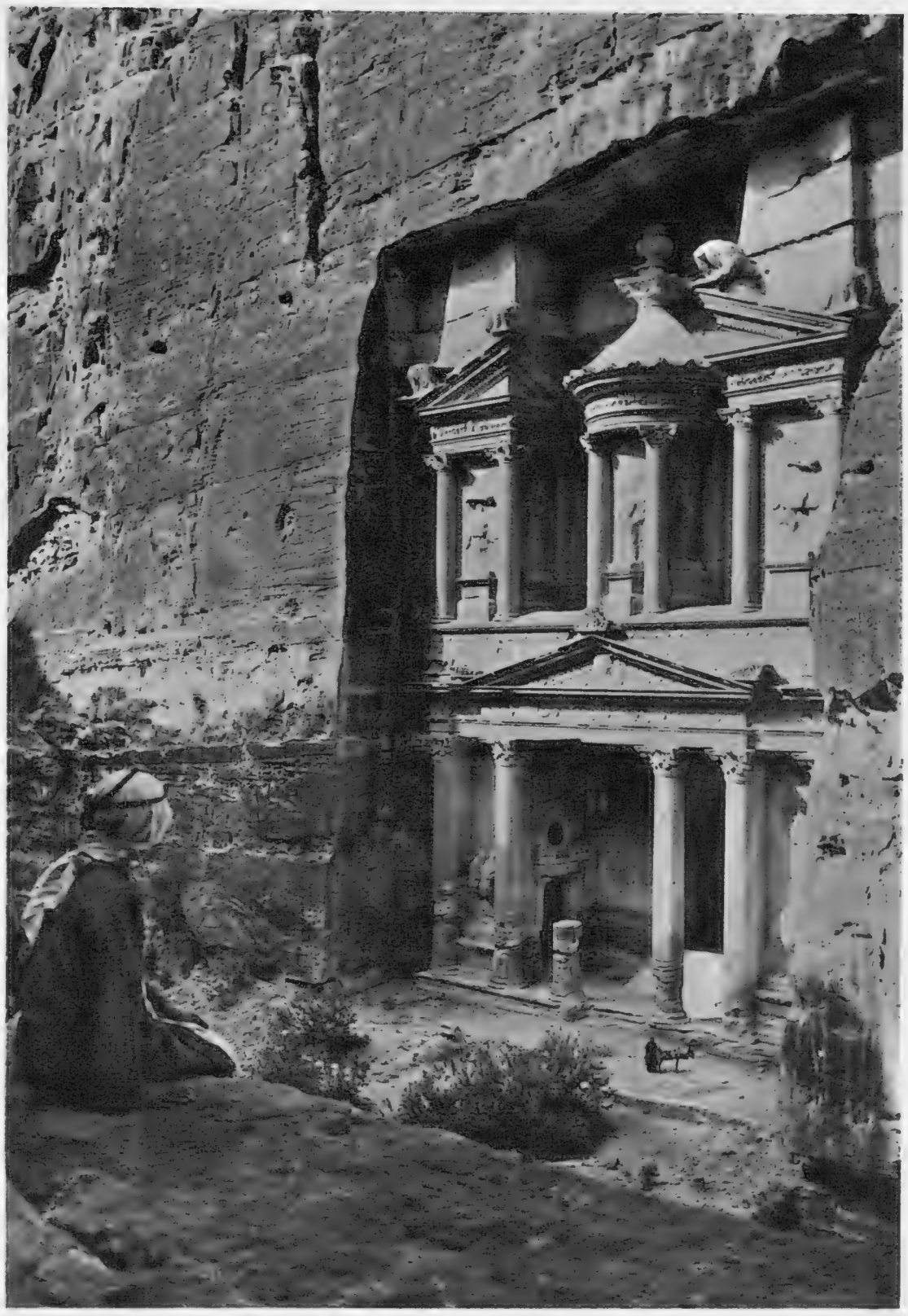
From Amman a superb road leads down to Ma'an, often marked on maps of the world, but lacking hotel or restaurant. A pleasant short detour is to Madaba, whose churches contain some unusual mosaic pavements. From there a rough road leads westwards across desert country to Al-Ji, a Jordan Army outpost, where horses are used for the final leg of the trip to Petra itself. It is not a comfortable ride, nor can I give any special recommendation to the rather primitive camp accommodation at Nazzal's, where one sleeps

in a cave, with yelping dogs maintaining an almost all-night performance outside. But I am the last person to offer any complaint, for, after all, I would willingly have endured much greater hardships in order to see Petra, " the rose-red city—half as old as time."

I can honestly state that I was in no way disillusioned, for all that I saw there was fabulous. No words of mine, in fact, can convey the haunting beauty of this Nabataean city hidden away among the mountains and guarded from man by an impregnable pass. Carved from sheer rock with the colour of the dazzling sun, this fortress city still remains mysterious and utterly glorious. Standing on the age-old path of the caravans from Arabia Felix to the west, the Nabataeans used their prosperity to create a marvel of tombs and temples excavated in the living rock. Today, as 2,000 years ago, the Temples, Amphitheatre, Palaces and Aqueducts retain their splendour.

The only approach is through the famous Siq, a very narrow, twisting canyon enclosed on both sides by precipitous vertical cliffs. Suddenly from this shadowed track a wonder announces itself: precisely opposite the exit there is perhaps the most beautiful of all the Nabataean monuments, called the Treasury. It represents a temple façade, some 90 ft. high, sculpted from the rosy-red rock and with the well-preserved remains of rich carving. The place is probably the tomb-temple of one of the latest of the Nabataean kings. From this spot one comes into the city basin, a wide valley whose sides are lined with many caves and rock-cut monuments.

A useful guide to Petra as well as to the other archæological centres is *The Antiquities of Jordan*, by G. Lankester Harding (Lutterworth Press; 25s.). I would mention, too, that while it is quite feasible to visit individually Petra—the season is September 15 to October 30 and March 15 to May 31—it is much more convenient and far less costly to travel as a member of an organised tour. I travelled with Wings (48, Park Road, N.W.1), and was most satisfied. Further information about Jordan can be obtained from the Tourist Department, Jerusalem or Amman; also from the Jordan Embassy, 7, Palace Green, W.8.



The Treasury, one of the best preserved of the monuments in the ruined city of Petra

The Via Dolorosa, Jerusalem

SOME OUTSTANDING EVENTS OF 1962

Belgium.—Play of the Holy Blood, Bruges. Not to be confused with the annual Procession of the Holy Blood. This play, with more than 2,000 performers—all inhabitants of the city—is perhaps the finest of its kind in Europe. Ten performances are given during August. For further information, apply to the Tourist Office, Bruges, Belgium.

Germany.—2,000 Anniversary Celebrations of the City of Mainz. There are many events, with a Gala Week from June 21 to 25. There will be a Gutenberg Remembrance Ceremony. A list of events can be obtained from the German Tourist Information Bureau (61, Conduit Street, W.1).

After an interval of two years, the Pageant of the Princely Wedding of 1475 will be held again in Lanshut (Bavaria). This is one of the most colourful pageants held anywhere in Europe, and there are processions from June 23 to July 8.

Holland.—Franz Hals Jubilee Exhibition, Haarlem. This exhibition of the works of the country's greatest portrait painter will be held from June 16 to September 30. There will be works shown which are loaned from other collections in the world. On occasion, the rooms of the perfect Franz Hals Museum will be candle-lit, while old music will be played in the garden. Also during April, the " Hofstadbloem " flower show will be held at The Hague. This is an outstanding floral event.

Great Britain.—Royal Windsor Rose Show, in the gardens of Windsor Castle, July 6-7. Note also the Chelsea Flower Show, the finest in Europe, May 23-25.

Italy.—1962 sees the thirty-first Biennale in Venice—an outstanding cultural event. This city also stages its picturesque Historical Regatta on September 2; and there are night illuminations on August 18. Verona offers its fortieth open-air opera festival in the Roman amphitheatre from mid-July to mid-August—a superb musical occasion.

BOOKS

THRILLS OF ADVENTURE

A young graduate travels round the world on £5; anthology of explorers' tales; recent fiction

When the Duke of Edinburgh said to a group of students: " What I would like every University student or graduate to be able to do first of all is to work his way around the world on £5 " he was issuing a challenge and one that has been taken up, notably by young Mr. Alistair Boyd who, on graduating from Wadham College, Oxford, set out on his odyssey with just that vast amount of cash in his pocket. His journey took him from England to South America in a tramp steamer and on, working his way necessarily, across the continent, up to California and across the northern Pacific on his way to the Far East. Fifty-two thousand miles and fourteen months later he was back with something more than £5 in his pocket and a world full of experiences to remember. ROYAL CHALLENGE ACCEPTED (Macdonald. 21s.) is Mr. Boyd's stimulating story of his own adventures and very good reading it makes. " The world is a mine of friendship if you are hard-working, even if you are hard-up. It took me £5 to find that out," he writes in conclusion, " and I have come back rich in new friends."

THE EXPLORERS (Cassell. 25s.) is an unusual kind of anthology and one can imagine it being read with the liveliest interest by the author of the last book. For this is a collection of explorers' tales, from Hsuan-tsang in the seventh century to Vivian Fuchs and the American Commander who sailed (if that is the word for it) the *Nautilus* submarine under the Arctic ice in our own days. Mr. G. R. Crone, who has compiled the book, is Librarian and Map Curator of the Royal Geographical Society; in other words, a perfect example of the right man for the job, and his selections have been made with the widest knowledge of the history of exploration. Equally important to the general reader, Mr. Crone has varied the excerpts with considerable imagination so that not the most chair-bound of us could find a moment of tedium in the volume. In my opinion, the Victorian explorers remain the most astonishing, certainly as one comes to know them through their own writings which, time after time, are models of prose polite almost to stodginess in spite of the hair-raising and heroic deeds that the words record.

TAKE A DEEP BREATH (Michael Joseph. 15s.) is a first novel by Miss Jane Chichester; a pretty name, if I may say so, and quite a pretty talent, too. The story she tells in a crisp idiom which is on the comfortable side of briskness concerns a pretty girl with no especial talents except that of falling deeply and loyally in love. The object of her affections is a personable young Irishman, amusing, fairly intelligent and quite as much in love with her as she with him. There is, however, a snag. Miles is a dear but he is also an alcoholic, or, in the briefer and quite as adequate term, a drunk. When he is drunk he is, like most drunks, a bore and worse. When the Demon Rum is kept within bounds, the gayest and most charming of companions. Miss Chichester's central theme is the reaction of an essentially nice girl—both in character and breeding—to a sordid problem, and this she handles most adroitly. On the periphery are race-meetings, house-parties and other gatherings, all described with verve and some of them with a flash or two of genuine wit. I found this an entertaining and civilised novel and think that you may, too.

JOAN SUTHERLAND sings the Queen of the Night in the production of *The Magic Flute* at Covent Garden

Mr. Allan Campbell McLean's book, THE ISLANDER (Collins. 16s.), is as different from this as chalk from cheese or, more appropriately, as a salmon stream from the Thames on the Fourth of June. He has written about the Isle of Skye which he knows so well and which is now his home, and he has shown it not as a beautiful visiting place for summer tourists but as the dour land from which the inhabitants must wrest their living, some from the soil and some with the help of a splendid salmon poached from time to time when conditions are just right. It is a delightful book: serious without glumness and filled with the sights and sounds of a strange and wonderful island.

A PASSION FOR LIFE (W. H. Allen. 18s.) has been described as a sort of elegant *Peyton Place*. This, presumably, is a form of commendation but only to those people who liked the *Peyton Place* content and style or were impressed by the figures of its sale. Addressing myself to those who escaped Miss Metalious' novel, I would say that this book by Miss Diana Chang is in the pattern of very long American novels, deals with passions and prejudices in a small American town, is patently sincere, readable, rather too long and, in an odd way, remote from day to day life as we know it here. It is not that illegitimate babies born in wedlock are rarer here than anywhere else in the world but that the organisation of pro- and anti-bodies in the case seems a little foreign, and that the final, blessed emergence of commonsense is treated as a near-miracle.

ENTER THE PEREGRINES

The first of Penguins new series

Penguins this week publish their first major new paper-back series for twenty years. Named Peregrines, the books in this series compete with the glossier of the American and British paper-backs. They cost from 7s. 6d. to 12s. 6d. and possess a quite admirably handsome appearance. Over the last quarter century, Penguins have led the field in Britain in the production of cheap, easily portable paper-backs, which for many people have represented the path to popular culture. Peregrines are a new departure—" egghead paper-backs " or soft-cover versions of established and highly-regarded works of scholarship and criticism. Judging by the number of British publishing houses which have jumped into the field, there is money to be made here. And in consequence of this competition, the first list of Peregrines must have been dictated by availability as well as other criteria. Nevertheless it is an admirable list. The first eight are:

THE REBEL, by Albert Camus (7s. 6d.).

SEVEN TYPES OF AMBIGUITY, by William Empson (7s. 6d.).

THE BACKGROUND OF ENGLISH LITERATURE, by Herbert Grierson (8s. 6d.).

THE COMMON PURSUIT, by F. R. Leavis (7s. 6d.).

THE QUEST FOR PROUST, by André Maurois (10s. 6d.).

SHAKESPEARE'S HISTORY PLAYS, by E. M. W. Tillyard (8s. 6d.).

THE NOVEL IN FRANCE, by Martin Turnell (10s. 6d.).

THE SEVENTEENTH-CENTURY BACKGROUND, by Basil Willey (8s. 6d.).

The eight volumes fall into two groups, English and French. Taking the English first, it is possible to discern a common factor which I don't think is entirely accidental. All but one of them can be said to owe allegiances to the Cambridge school of Literary Criticism (as does Turnell, whom I have shot willy-nilly into the French class). Tillyard, Willey and Leavis are, or have been, lecturers at Cambridge, and Empson was educated at that university. We live in an age of criticism and have done since the '30's. This is not to say that Britain has produced no works of the imagination in fiction or poetry since that time, but that the dominant tone has been one of the reorganisation of the works of the past.

In this common pursuit, the Cambridge school of critics has played a leading part. They came in two waves. The first, under the inspiration of Sir Arthur Quiller-Couch, were moved by what might be called a spirit of gentlemanly scholarship. Dr. Tillyard is represented in Peregrines by his best book, on Shakespeare's history plays, the end product of a vast amount of research into the period, theories of history, and evolution of the chronicle play. Willey on the seventeenth century, inspired by this same kind of scholarship, has become the essential textbook on the intellectual background to those times, one of the most fought-over battlefields of English literary criticism.

I must add the late Sir Herbert Grierson of Edinburgh on *The Background of English Literature*. His most famous work, included here, is also on the seventeenth century—his introduction to his selection of Metaphysical Poets is the seminal work on this period.

The second wave of Cambridge criticism is represented by the awe-inspiring figure of Dr. Leavis and the enigmatic and challenging presence of William Empson. Dr. Leavis retires at the end of this academic year. Another of his books is to be published in the next batch of Peregrines. For many years Dr. Leavis has generated storm clouds of controversy and literary debate. His revaluations, which are based on a minute exegesis of the text in front of him, of Milton, Henry James, or D. H. Lawrence, for instance, written in that characteristically pugnacious tone, are a pervasive influence. Empson is represented by his most famous book, known familiarly as Seven Types. It introduced the concept of ambiguity to literary criticism and was, and still is, a work of complex

Malaya in the early 1870's is the scene of Miss Susan Yorke's novel, CAPITAN CHINA (Macdonald. 15s.), and it is not only an intelligent but a tremendously evocative story of life in the East at a time when despotic rule was being fundamentally altered by the arrival of British influences. Exciting, dramatic and, as far as one can tell, authentic in all its sensational details.

THE WICKEDEST PILGRIM (Redman. 16s.) presents a new and avowedly fictional aspect of the epoch-making voyage of the *Mayflower*. It is the story of an unwilling stowaway who boarded the ship, more than half drunk and wholly by mistake, on the night before the captain and company set sail for the New World. Mr. Donald Barr Chidsey has a good literary gimmick here and has worked it out vividly and with a permissible touch of sentiment.

In the matter of adventure stories nearer our own days there is, first of all, Mr. Rex Harris' book, A HAND IN DIAMONDS (Constable. 15s.), which deals with the discovery of a diamond deposit in the merciless barrens of South-West Africa and is something in the tradition of that excellent story, *A Twist of Sand*. Mr. Harris knows the terrain and manages to convey its dangerous, deserted quality, convincing the reader that the land itself may be far more lethal than any treachery of man. An exciting tale with no breath of banality about it.

THE ARM OF FLESH (Cassell. 13s. 6d.) is a memorable novel about the technique and, I would also say, the mystique of flying the most highly powered jet aircraft in the world. Mr. James Salter, who wrote it, has great technical knowledge but, far more significantly, he has a flier's imagination and his story about jets and their hairline edge of safety over danger is compellingly true and real.

Mr. Andrew Garve has the distinction of being a writer of crime novels who has never yet used a second hand *cliché* as a plot or failed to contrive something odd and therefore welcome as the setting for his stories. THE HOUSE OF SOLDIERS (Crime Club. 12s. 6d.) is a good example of his manner: a story which opens slowly and academically enough in a Dublin archæologist's study and ends in violence, scheming and a truly remarkable plucking of the flower, safety, out of the nettle, danger. It is recommended for connoisseurs.

Vernon Fane

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and startling originality. He is at his best the most original critic in the field of verbal analysis.

To turn from this group to the French group is to be met with a change of atmosphere and national temperament. Maurois's highly-readable biography of Proust and Camus's meditation on his era represent that passion for abstract and ingenious theorising which I find typical of present-day French writing. Turnell's *The Novel in France* is especially valuable on Proust, and goes a long way to showing why Proust is perhaps less highly regarded in England than in France, where "Proust has his place beside the greatest European novelists and it shall not be taken from him" (Mauriac). Maurois makes the point that Proust's great effort was to "liberate the imprisoned truth." That in a sense has been the aim of all these writers.

The first eight Peregrines are accepted classics. It only remains to be said that they are printed in a large, easily-read type on high-quality paper and are a delight to handle and to read. The rest of Penguin's January list reveals the strength and variety of this publishing house. It includes Vance Packard's biting analysis of the American scene, *The Status Seekers*; a new translation of Pushkin's *Queen of Spades* and Laurie Lee's delightful *Cider With Rosie*. GUILTY LAND (published simultaneously by Penguin at 3s. 6d. and Cape at 18s. in hard covers), by Patrick van Rensburg, is a detailed, authoritative and critical attack on present-day South African politics.

Jolyon Wimhurst

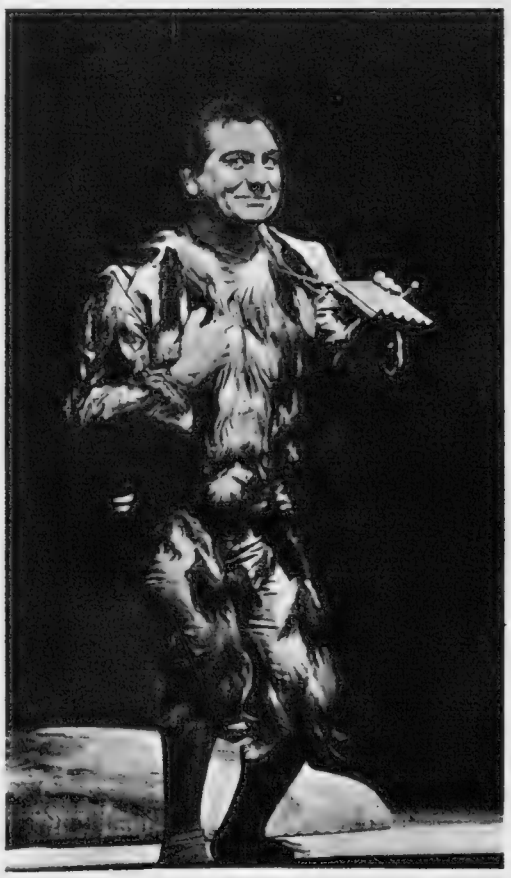
The finale of Mozart's opera in front of the Temple of Isis and Osiris

THE MAGIC FLUTE

at the Royal Opera House

Photographs by Anthony Crickmay

A Mozart opera returned to the repertoire of Covent Garden last week with the première of the new production of *Die Zauberflöte* (*The Magic Flute*) by Dr. Klemperer. It was also the first opportunity for London to hear Joan Sutherland, in the brilliant coloratura soprano role of the Queen of the Night, after her huge triumph at the Metropolitan in New York. For this new production, Dr. Klemperer is also the conductor. The scenery and costumes are by the Viennese artist, Georg Eisler. *The Magic Flute* was the last of Mozart's operas. It was first performed in Vienna in 1791 shortly before the composer's death. Since that time it has remained extremely popular, exercising the dream fascination of a romantic fairy story. Geraint Evans, in the role of Papageno, was highly praised by the critics and the production, sung in German, considered highly competent orchestrically.



Papageno (Geraint Evans). **Right:** Sarastro (David Kelly); Pamina (Joan Carlyle) and Tamino (Richard Lewis)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

P. Pleydell-Bouverie

As joint managing director of the Calor Gas Distributing Company Ltd., the Hon. Peter Pleydell-Bouverie is responsible for sales and marketing. Calor Gas are the largest distributors of Liquefied Petroleum Gas (Butane and Propane) in the United Kingdom. This fuel has wide applications both in the domestic and industrial fields and at the present time the company has over 1,500,000 users. The youngest son of the sixth Earl of Radnor, Mr. Pleydell-Bouverie was born in 1909 and was educated at Harrow and Trinity College, Cambridge. From 1931 to 1936 he practised as a Land Agent and then became a director of Calor Gas (South Western Ltd.). During the Second World War, he served in the Middle East and Europe as a Major (temporary) in the King's Royal Rifle Corps. Mr. Pleydell-Bouverie reached his present position at Calor Gas in 1948. Since 1960 he has been chairman of the *Western Gazette*, a leading weekly newspaper in the West Country. He has been chairman of the Salisbury division of the Conservative and Unionist Association since 1956. Married, with one son, he lives near Salisbury, and farms 240 acres in Wiltshire. His hobbies are shooting, salmon fishing and gardening

DEVELOPING MACHINE TOOLS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

In the long run, it cannot but be a good thing for the Department of Scientific and Industrial Research to take a detailed interest in promoting technical advance within any British industry: but in the short run it tends to have its embarrassments for the industry concerned. It was the D.S.I.R., a few years ago, that initiated the fashion of producing reports on the British machine tool industry—sticking largely, but not entirely, to the research and development efforts, or lack of them, of companies within it. That report, and others that followed it, were fairly severe about the industry's shortcomings, and did persuade the industry collectively to set a number of developments in train aimed at correcting them. Perhaps inevitably, however, these reports achieved their educative effect via a great amount of adverse publicity for the industry—which its foreign competitors were not slow to bring to the notice of potential customers.

The department's most recent contribution to innovation in this industry, which is in itself a departure in relations between the Government and private industry, is the completion of a development contract with Craven Brothers (Manchester) for a new kind of gear grinding machine. "Development" here implies taking the idea, so far worked out only in theory with the minimum of hardware, right through to a prototype.

This particular machine was conceived by an inventor who secured the interest of the Admiralty, which like other defence departments is accustomed to giving military development contracts. It hardly got that far; but some work was done on it by the Admiralty research organisation at Yarrow, and also by the marine engineering research organisation. At the beginning of this year the Admiralty felt that it could no longer support the necessary work on its own: D.S.I.R. considered that the machine, which could eventually be made in various sizes, might have more general application, and sought a machine tool manufacturer who would be prepared to put the development resources —and some of its own money—into carrying the new idea through to a commercial machine. Where such big grinding machines are concerned, few makers could fill the bill; indeed Craven Brothers almost "selected themselves." The firm considered the innovation, and the financial support that the D.S.I.R. could offer; and has now embarked on what may be a three or four years' job.

When the development cost of an entirely new large machine may run into several hundred thousand pounds, one can understand that machine tool manufacturers—few of which in Britain are really big firms—cannot afford to back too many revolutionary hunches, even providing they have them. Technical advance in this industry is more generally a matter of detailed improvement in the performance of existing machines. The machine tool industry has been asked by the D.S.I.R. to put up suggestions to it for innovations that it feels might justify development contracts of this kind; and during the last year or so it has put up several. Most of these the department has considered not quite radical enough departures from existing techniques to justify backing with public money. On the other hand, the first development contract mentioned above came from, originally, a possible defence requirement; and even in the civil field, the industry has been a little sceptical about some of the extremely ambitious machine tool specifications that the D.S.I.R. itself has suggested may be worth developing.

The department, equally, may have some scepticism about the technical adventurousness of established firms in this industry; and it has dropped hints from time to time that if machine tool manufacturers won't agree to develop some of these more radical specifications, perhaps other engineering firms may be persuaded to take the ideas on. This is a genuine and possibly inevitable dilemma once a department of scientists without much commercial know-how accepts the responsibility of gingering up techniques in an industry—or series of industries—where commercial caution has in the past tended to slow down technical change. In its minor way, this new assumption of partial responsibility for technical advance in commercial business is yet another rather important shift in the pattern of this mixed economy of ours; and the change will need adjustment on both sides.

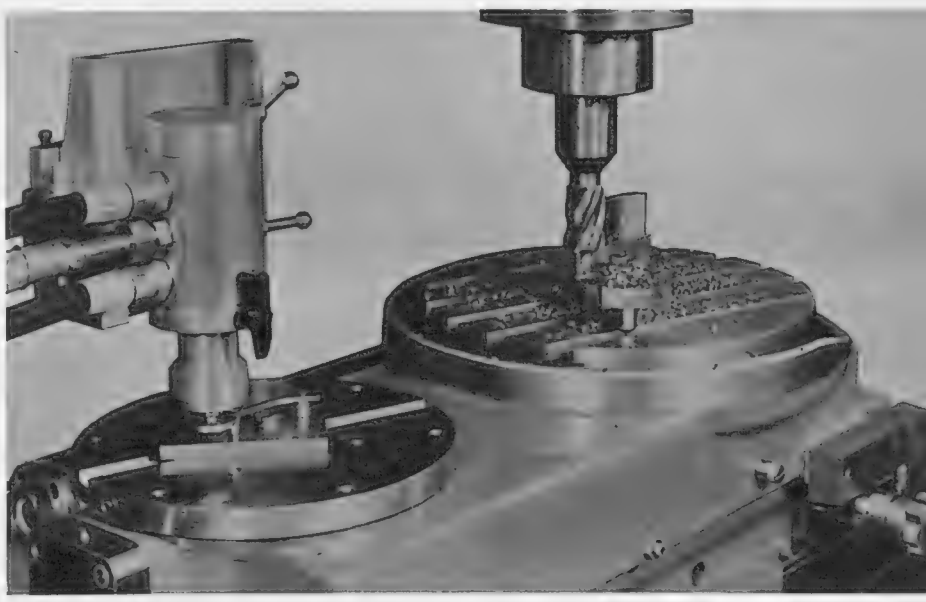
The much slower but perhaps steadier accretion of technical improvement that comes from the detailed improvements in different features of every machine was reckoned, last year, to have brought about an improvement of around 40 per cent., over the last decade, in the productivity of the average British machine tool. This is necessarily a matter of judgment and approximation: it took into account the amount of power used, the degree of precision obtainable, the ease of control and of handling workpieces, and any developments and fitments that widened the range of operations a given tool could carry out. This estimate, made by the industry's own journal, *Metalworking Production*, has a particular relevance now that the same journal has completed and published its first nation-wide census of the machine tools in use in Britain.

This census showed that 59 per cent. of the machine tools in use in Britain, when the census was taken last year, were ten or more years old. The significance of this is best considered in relation to the estimate of a decade's improvement mentioned above. Not every machine is used intensively enough to be really "worn out" even in ten years, though there are industries that write off most of their production machines over as short as a five-year period. Moreover, it is possible by good maintenance and occasional maker's reconditioning to restore the loss of accuracy to which any machine is liable through constant use over a longish period. But quite clearly not the best reconditioning can put back into a machine's performance a degree of precision with which it never started; and the real handicap of age in any factory's equipment can only be considered in comparison to what modern machines of each type offer.

It would be unwise to draw too sweeping conclusions from this age census of machine tools, as too many factors must affect the age pattern of machines in any given factory. The more recently and rapidly expanding the industry, the newer its equipment is likely to be, particularly if its beginnings were tiny: any industry that was very big to start with, even if it 's been growing fast recently, will have a larger "bank" of old machines to balance out the newness of those put in to feed its expansion. The aircraft industry, on balance, had among the newest machine tools of all; but that isn't surprising since this industry has long enjoyed Government support in defence contracts, not for machine tools but for many precise and highly complex products of them that have necessitated the most advanced tools available.

International comparisons, again, are disturbing though not utterly alarming. The average age of machine tools in British industry is rather less than that of the tools in American engineering (and probably coming down fractionally, while that of American tools is going up). It is about comparable with France; possibly rather higher than that of tools in Western Germany or Italy. Nobody really knows how old machine tools are in Russian industry, though with its rapid rate of expansion over the years one might expect this to be relatively low. We do know, however, that by 1965 the Russians are aiming to have 60 per cent. of their machines less than ten years old; and if that is achieved, as it may well be, it will make them a most formidable competitor for engineering exports.

This vast and detailed census obviously provides arguments for machine tool salesmen; it may provide some lessons for the new planners of the economy. There is a good deal to be said for giving British industry—or at least parts of it—even greater incentives to invest in new equipment. There is perhaps an even better case for encouraging this in the capital goods industries themselves—the industries that actually make the plant and machinery that other factories buy. One complaint that can be fairly levelled against these industries is that over the years they have not expanded and modernised their own productive capacity enough. And it is upon that capacity that the competitive efficiency of other industries—plus a sizeable slice of Britain's engineering exports all the time—directly depends.



A Vero hydraulic-copier, mounted on a standard vertical drill, is seen engaged in machining a turbine blade profile at the Leavesden factory of the de Havilland Engine Company. The cutting head follows the movements of the copying head (left) round the flat master template. Two Vero hydro-copiers, made by Vero Precision Engineering Limited, of Southampton, are in use at Leavesden. The turbine blades are manufactured from square-section mild steel bar. Four machining operations are carried out on each blade, to a production tolerance of ·004 in. Each machine produces about fifty blades a day. For the production run, a skilled setter is employed to set up the master template and blade jig. Machining is carried out by a semi-skilled operator

The scene at the opening ceremony at the Boat Show, in front of the representation of Dartmouth's Butterwalk. A preview of the Boat Show, by Gabor Denes, was published in *The Sphere* on Dec. 30

Left: The Shamrock catamaran, designed for offshore family-cruising, on the stand of Saro (Anglesey) Ltd.

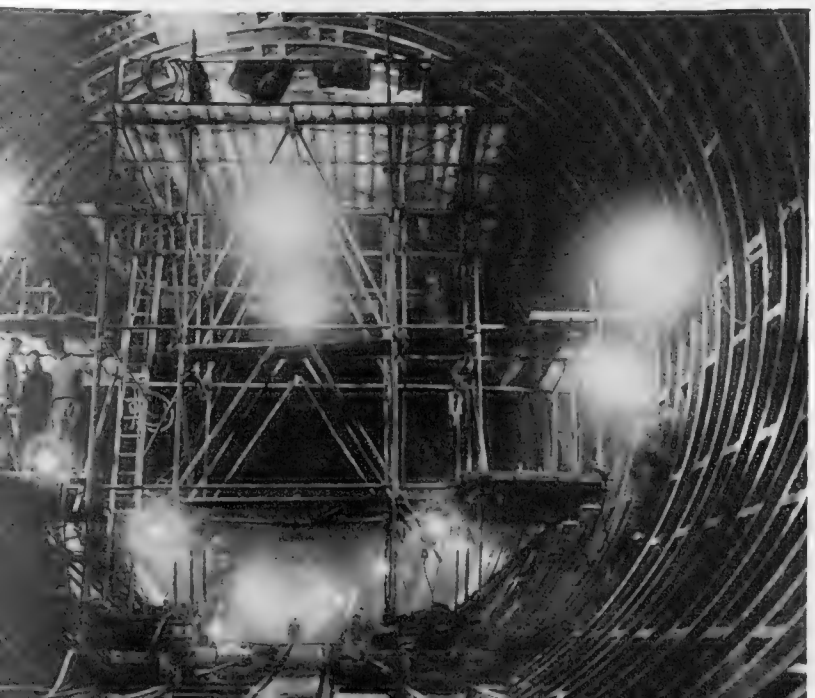
Below: The six-ton 24-ft. 6-ins. four-berth Pilot motor sailer, by Falmouth Boat Constructions Ltd.

The scene at the 1962 International Boat Show at Earls Court, London, which was opened on Wednesday of last week by Mr. William Harvey, the Master of the East Goodwin lightship. Mr. Harvey was on board the lightship when it broke loose and ran aground in a gale last November. In the background is a reconstruction of the Devonshire town of Dartmouth. This is the eighth year of the Boat Show, which is organised by the Ship and Boat Builders' National Federation and sponsored by the *Daily Express*. It remains open until Saturday, January 13

AROUND THE BOAT SHOW

These pictures show men at work in a tunnel now in course of construction at Whiteinch, near Glasgow, in Scotland. The tunnel, which passes under the Clyde, is part of a £10,000,000 project designed to ease the load on the Clyde bridges at Glasgow's city centre. The project consists of two tunnels, the first of which, a tube of cast-iron segments 29 ft. in diameter and 21 ft. below the river bed, is now completely driven. When it is opened in June 1963, it will have been six years under construction. There will be two carriage lanes each 22 ft. wide and below them a cycle track and pedestrian way. The second tunnel, which will be identical with the first, is to be opened about a year later. It is now about half-way across the river. Describing the operation, Mr. Biggart, the resident engineer, said: "The Clyde must be the hardest river in Britain to go under. The ground is changing all the time, from soft sand right through to rock." The contractors for the Clyde twin-tunnel project are Charles Brand and Sons Limited, and the Consulting Engineers are Sir William Halcrow and Partners

TUNNEL UNDER THE CLYDE



INDUSTRY AND THE STOCK MARKET

SAFETY FIRST

By "THE SPHERE" CITY CORRESPONDENT

One of the City's major preoccupations is to select an industry with above-average growth prospects. In recent years, attention has centred, for instance, on nuclear energy, electronics and multiple stores. Some of these industries have retained their growth appeal, while others have lost their former status. One industry that has now become the focus of attention covers companies involved in security.

These are the firms that make locks and safes, that operate armoured vehicles, facilities for safe transit of cash and valuables, alarm systems and general fire protection. This is not a homogeneous industry, but its usefulness has been highlighted by the recent wave of attacks on banks and on employees carrying wages. For this reason alone, many industrial companies seem likely to adopt protective devices over the years ahead. The demand for safes and protective equipment will also be increased because many companies have not made good the arrears of development caused by the war.

In the older-established field of lock and safe production, one of the best-known names is Chubb and Son, a £4,000,000 concern which goes back to the early nineteenth century. Profits have grown rapidly in the past five years—after rather more moderate expansion in the early '50's—helped partly by new acquisitions such as Hobbs, Hart and an interest in Burgon Alarms. Between 1956 and 1961 shareholders' profits jumped from less than £150,000 to more than £300,000 while dividends have been increased, along with free share issues. A share offer for £800,000, made towards the end of last year, should meet short-term cash needs, and the group recently acquired the International Coin Counting Machine Company.

While Chubb's sales and profits have expanded in recent years, probably the most striking growth has been in the specialist firms which provide night watchman and security transport services.

One well-known concern in the field, claiming to operate about half the armoured vehicles used in Britain, is Securicor. This company, surprisingly enough, is owned by Kensington Palace Hotel, a quoted company which is a member of the Associated Hotels group. Kensington Palace bought Securicor and Night Security (which provides guard and patrol services) nearly two years ago. Early in 1961 Mr. K. D. Erskine, chairman of Kensington Palace, disclosed that his company owned the entire share capital of the two security firms, whose total purchase price was £220,000. Rapid expansion by Securicor led to suggestions (denied by the board) that Kensington Palace might obtain a separate Stock Exchange quotation for its security associate. But Mr. Erskine has warned shareholders that expansion by Securicor, which is being financed out of retained profits, will mean a slight decrease in Kensington Palace earnings for 1960-61.

Kensington Palace remains investors' best way of buying an interest in security. The De La Rue group, through Security Express, also have a stake in this business, though De La Rue's plastic and printing interests appear to dwarf its other activities. But Security Express is expanding—no doubt helped by its joint owners, De La Rue and the Wells Fargo Armored Corporation of the United States.

Outside these companies operates one firm, whose shares enjoyed a spectacular rise in 1961 stock markets; this is Associated Fire Alarms. The concern, whose board includes Sir John Nott-Bower, makes fire appliances, but its main appeal lies in a wide range of alarm systems. Associated is a relatively small company, with assets of well under £1,000,000, but particularly rapid expansion started with last year's share issue, raising £247,000. This was followed by the acquisition of a related company, and in December by the purchase of Clarion, also makers of burglar alarms, and of Sentinel Burglar Alarm.

Reckoning fire precautions as part of industrial security brings two further choices for investors—Pyrene and the smaller Nu-Swift company. Pyrene, with assets of over £4,000,000, has a major place in fire-fighting equipment, along with the production of car bumpers and anti-rust chemicals. "Bonderising," for example, is a Pyrene product.

Nu-Swift, like Associated Fire Alarms, was one of the outstanding Stock Exchange features of 1961. Nu-Swift is a £1,000,000 concern, made public only two years ago, whose shares have virtually trebled their original level.

For investors, the attractions of the security industry are clear enough. Growth could be rapid, while the small number of companies concerned means that larger business will be spread over relatively few hands. But against this, extra turnover may call for fresh finance while it is not yet clear how the larger turnover will be translated into profits and dividends. For many investors, the main appeal will lie in the larger companies, namely, Chubb and Pyrene. For those attracted by security services, Kensington Palace Hotel seems a useful investment. The smaller companies, such as Associated Fire Alarms and Nu-Swift, may bring greater dividend and share price growth, but their relatively small size makes the risks for investors rather greater. None of these shares, in larger or smaller companies, will appeal to people concerned mainly with dividend income.

MOTORING

THE MOST GLAMOROUS RALLY

Monte Carlo begins; a run in the Singer Vogue; filling station monopolies

By **COURTENAY EDWARDS**

The Monte Carlo Rally cars are now converging on the six starting points—Glasgow, Paris, Monte Carlo, Oslo, Athens and Warsaw—ready for the "off" this weekend. The Glasgow starters, who are the strongest, numerically, are setting out early this Saturday morning.

There are 351 entries this year. Of this number 113 are British but the total number of British-built cars in the rally is 143, compared with 58 French and 55 German. The most strongly represented single make is Britain's Ford (37) followed by Sunbeam (27) and Sweden's Volvo (25).

The number of factory-entered Fords—16—is the largest ever. Thirteen of them are Anglias and there are also three 6-cylinder Zephyrs. Most of the Anglias have benefited from treatment with the conversion kits now officially marketed by Ford and two of them—skippered respectively by Mrs. Anne Hall of Huddersfield and Madame M. Blanchoud, of France—will be competing for the *coupe des dames*, won by Madame Blanchoud in 1956 and 1958.

The British Motor Corporation and the Rootes Group are also making a big bid for top honours in what is still the most glamorous of all the rallies. B.M.C. drivers include such well-known names as Pat Moss (Mini-Cooper), the Morley twins (M.G.A.), David Seigle-Morris (Austin Healey 3000), Peter Riley (M.G.A.) and John Sprinzle (Sebring Sprite).

The Rootes Group are relying on their rally-bred Sunbeam Rapier, and their drivers include Peter Harper, Graham Hill, Paddy Hopkirk and Peter Proctor.

The new Singer Vogue, a safe, comfortable family car

A run across Salisbury Plain to the West Country in wintry weather convinced me anew that the Singer Vogue is a safe, comfortable family saloon with a useful performance if the four-speed gear-box is used sensibly. It is a car with a typically British personality: a solid-feeling car with plenty of room for four adults, fatigue-resisting seats (with a good margin of adjustment for the front ones) and a faint aura of opulence largely produced by the polished woodwork on the fascia and doors.

The Rootes Group designers have not sacrificed passenger room for the sake of providing an excessively capacious boot, yet the Vogue, in my opinion, has a luggage locker of adequate size and practical shape. The car, I think, is too small for the dual headlamps to rank as a styling asset but the four lamps gave a brilliant path of light for fast after-dark cruising and when dipped provided excellent illumination immediately in front of the car and appeared not to worry oncoming drivers.

I had the benefit of a Laycock overdrive unit operating on the two highest gear ratios. It gave effortless cruising at 70 m.p.h.—top speed of the Vogue is over 80—and a petrol mileage of about 30 to the gallon (which came down to less than 25 when driving in and around London). The overdrive control lever to the right of the steering column is inconveniently close to the turn indicator switch and I often found myself signalling a right turn instead of bringing in overdrive.

The overdrive device adds £62 to the price of the Vogue, which costs £956, tax included, in its cheapest form. The Easidrive fully-automatic gear-box can also be specified. The 1,592-c.c. 4-cylinder engine is a willing unit and the suspension is such that the car sits on the road well, even over rough surfaces. The steering, with pronounced self-centering characteristics, is a bit on the heavy side. The drum brakes were adequate at all times on my test runs and I liked the position of the pull-up handbrake to the right of the driver's seat. It offers sensitive control of the back brakes on icy roads.

Other good points: the horizontal strip-type speedometer, the little pull-cord for bringing the trip mileage recorder back to zero and the sealed bearings used for the steering and front suspension.

The Motor Accessories Manufacturers' Association, which has been putting up a bonny fight against the big petrol companies on the question of filling station monopolies, must be encouraged by the report of the Eire Fair Trade Commission on its investigation of the supply and distribution of petrol and oil in that country.

A draft order based on the report and published by the Ministry of Industry and Commerce demands major amendments to the Republic's "solus site" system of one-brand petrol stations tied to one petrol company. The Ministry, in its draft order, seeks Parliamentary approval for a prohibition of restrictions preventing motorists from buying the lubricating oil of their choice. The order does not, however, end the solus system in respect of petrol, for the Fair Trade Commission considers that where petrol is concerned it has brought distribution economies.

Nearly 100 per cent. of Eire's 3,800 retail petrol outlets are tied to one or other of six petrol companies, mainly Shell, Esso and Caltex (whose associated company in the U.K. is Regent). In the U.K. over 90 per cent. of the country's 36,000 filling stations are so tied and that is why M.A.M.A.—with Castrol playing a leading part—has so energetically resisted the efforts of the big petrol companies to push only their own lubricating oils at the garages tied to them.

Castrol has an estimated 47 per cent. share of the market in Britain for motor lubricating oil in spite of the fact that it does not sell petrol and has no tied filling stations to push its products. Castrol has been a leading witness before the U.K. Monopolies Commission, which is currently looking into the solus site system, just as the Fair Trade Commission has been doing in Eire. Much is at stake, for it is estimated that the total annual retail sales value of motor lubricating oil in Britain is in the region of £50,000,000 (only 2 per cent. of which is tax).

M.A.M.A.—and particularly Castrol, a remarkable firm which has done a great deal for motorists as well as making a lot of money out of them—must be hoping that the Monopolies Commission will take an even poorer view of the solus site system (as far as lubricating oil is concerned) than its Irish equivalent.

Briefly. . . .

Under the chairmanship of Sir Walter Worboys an independent committee set up by the Minister of Transport to investigate the standardisation of road signs has just started work. . . . Watney Mann, the brewers, who have gone into the motel business with Mr. Graham Lyons, are planning new motels at Frome, Bath and Epping and extensions to the New Forest motel. . . .

Turner Sports Cars (Wolverhampton) Ltd. announce their first coupé: a 100-m.p.h. *gran turismo* model using Ford's 1,340-c.c. Classic engine and the Triumph Herald's rack-and-pinion steering and front suspension. Price, including tax, £1,277 (or £850 in build-it-yourself kit form) . . . . The question of instruction in skid control as a possible new activity by the Institute of Advanced Motorists was raised at its annual meeting, when a membership of 29,368 was announced. . . .

I am getting good service from a little gadget, which costs only 5s., for preventing driving-mirror dazzle by following cars. It is a small visor in tinted Perspex which clips over the mirror (it fits most sizes and shapes) and hinges upwards for daytime driving. . . . Jaguar, Rover, Citroen and other famous car firms fit as standard the Sovy unit which lights a lamp on the dash if there is a leakage of hydraulic brake fluid. This device is now available as an accessory for any hydraulic brake system. Price 29s. 6d. . . .

With every new car Ford of Dagenham are issuing free a new *Ford Service Guide* containing full details of the facilities offered by 2,000 Ford main and retail dealers throughout the British Isles. . . . To celebrate their jubilee year the British Automobile Racing Club are publishing *Brooklands to Goodwood*, by Rodney Walkerley. . . .

Motor Racing Year 1961, by John Blunsden and Alan Brinton (a 12s. 6d. Knightsbridge Group publication), is a mine of information on all that happened in an exciting year for motor sport. . . .

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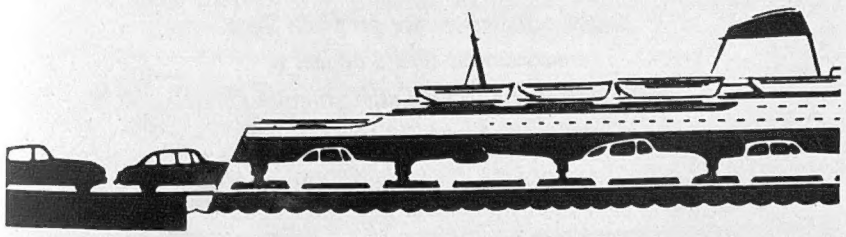
CAR FERRIES



FROM DOVER

GOOD LIVING

By Ganymede

Through my window I look upon virgin snow on roofs and trees, firm in the sharp frost, a rare sight in the middle of London. It is a pleasure to contemplate from the friendly warmth of my study where I am writing this column. It reminds me of the effect of such " traditional " winter weather on the appetite, which is sharpened by the cold. The body needs more calories as well as immediately warming foods. This can be achieved by a greater " intake " of alcohol, especially in its more concentrated form, for we all know that a tot of whisky, brandy or rum can be very warming. This is also the time for the various mulled wines: their heat and spices can be very cheering on a cold evening. But these are well-known remedies against the cold. It is much less generally realised that certain foods are much more suitable on severe winter days than others.

Even those who are not specially fond of soup at other times will find a good hot soup rewarding now. And there are soups and soups. For sheer warmth and comfort I would shun the most exquisite *petite marmite* or even real turtle this time, and prefer the more plebeian kinds with plenty of body. Not only because they are more satisfying to the appetite, but mainly because the extra body enables them to retain heat much better, and the effect is much more beneficial. The soups most suitable for this weather are not so much of the *haute cuisine*, but more of the *bourgeois* or even peasant kitchen. Cereals come to mind; a soup of peas or beans, to which the cooking liquor of a ham has been added, or a meat or vegetable broth with plenty of barley in it, is both warming and satisfying. So is a simple dish, which is almost a meal in itself—onion soup, as the French make it.

French onion soup is not only simple but takes very little time to prepare. The quantities are not critical. You may like a lot of onion in it or not, so I am not going to bother with weights and measures. Peel and cut into fairly fine slices some onions and very gently cook them in butter, until they become transparent. At this stage add a quantity of stock (or water if you haven't any stock), bring to the boil, add salt and pepper, and simmer for at least half an hour. It is best to serve this in individual soup bowls, preferably oven-proof ones. Into each bowl put a slice of bread and, as it rises to the surface when the soup is poured on, sprinkle generously with grated cheese. Finish off under the grill or in the oven to brown the cheese on top.

I have a recent recollection of such a soup eaten in northern France when I spent a long weekend at a small country inn this winter. It was clear and sunny but the cold wind, straight from Siberia, was relentless, and on two of the three mornings brought the temperature down to 14 degrees (Fahr.). Fortunately, our inn, the Hotel Clément at Ardres, has efficient central heating in all its rooms, as well as a blazing log fire in the bar. (Shades of icy bedrooms in an English country pub of corresponding size, or perhaps electric heaters worked as slot machines.)

The food, as always in this charming place, was excellent. Before each meal we went into conference with M. Gantelme, the patron, deciding on the menu. This was invariably full of interest, prepared by M. Paul Coolen, the son of the house, who cooked for *Maréchal* Juin when he was in the Army. His roast pheasant, *flambé* with Armagnac, was a delight, and I could never resist another one of his specialities: *Coquilles St. Jacques à la Provençale*. This dish is a solid mass of scallops (taken out of their shells) cooked in a mixture of oil and butter, with plenty of garlic and chopped parsley and fried bread-crumbs. The dinner at which this was the first course continued with a *Civet de Chevreuil* (jugged venison), which was unusual (to me, at least) in having been thickened with powdered chocolate.

Other delicacies, such as *Foie Gras*, or the house speciality of *Langouste et Fruits de Mer en Croustade*, or the delicious *Terrine Truffée du Chef*, were taken for granted, as I already knew them. I also remember with delight a thick vegetable soup, a pink roast Charollais beef, and a melt-in-the-mouth tender ox tongue of the most delicate flavour served with tomato sauce.

The time was near Christmas, and although I always regard turkey as the dullest, most tasteless of birds, I was persuaded to have some roast turkey, just to see how the French do it. I never regretted my decision. It was the best turkey I have ever tasted, juicy and full of flavour. I can only think that the reason for this, besides careful cooking (one of the stuffings had truffles, the other chestnuts), is that they do not go in for the giant, overbred birds, but prefer them to be about 10 lb. in weight. After that, I was not to be surprised by anything—I almost expected the "*Pudding de Noel*" to be special, too. And it was: relatively light, flamed with rum, and altogether delicious.

The Hotel Clément also has a very good cellar. For the more important dinners we sampled a splendid Pouilly Fumé 1959, a Gewürztraminer 1957, and a very serious Corton 1947. With the lesser meals, especially lunches, we drank an amazingly fresh Beaujolais, a Julienas 1960, and some light wines from Provence—a Rosé of Cassis, another of Bandol. We also had the unusual experience of drinking a mature red Provençal wine, Château Pradeaux (Bandol) 1949.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

MY NEW YEAR SYMPATHIES are extended to all bachelors, spinsters, and others who may be seeking single-room accommodation during 1962; for too often hotels are ill provided with this type of accommodation. While, out of season, they are often prepared to offer double rooms as singles, naturally they cannot be expected to make such a concession when their trade is brisk. I get so many enquiries that I have prepared, for my own use, a list of all the double and single rooms at my personally recommended hotels so I am now able to offer some guidance on what is a perennial problem.

Country house hotels are usually the worst served in single bedrooms. Often, being converted private residences, the single rooms are the once dressing rooms off the main bedrooms.

From the statistics I have prepared, city and town hotels are better provided for in single-room accommodation, presumably because they are patronised to a large extent by those on business bent who see little of their homes except at weekends.

Addresses worth noting in London are *The Howard Hotel*, Norfolk Street, Strand, W.C.2. Situated almost on the Thames Embankment, a stone's throw from the Temple Underground Station, *The Howard* is within walking distance of a number of West End theatres and is most convenient for those whose affairs necessitate their visiting the City. There are 120 single bedrooms compared with 80 doubles and 85 private bathrooms or showers. The tariff for London is by no means in the top flight. B.B. from 42s. 6d. Lunch 14s. 6d. and *à la carte*. Dinner 17s. 6d. and *à la carte*. Catering, as I know from experience, is of a high grade. Tel.: Temple Bar 4400.

If you would prefer being outside the bustle of the West End, contact the head office of the *North Hotels* of South Kensington, who have under their wing eight hotels in and around the Cromwell Road and accessible to public transport, below and above ground. I have not been able to ascertain the exact proportion of double- and single-room accommodation because, being a progressive company, they are constantly redeveloping their hotels to meet modern needs. Taking all eight hotels, the aggregate of single rooms is good and those I have seen of recent months have modern unit fitments, excellent heating arrangements, P.O. telephones and shaver points. Terms are most moderate for London. B.B. from 30s. and all their hotels have lifts. The telephone number of the Group's head office is Kensington 1212.

The North Hotels organisation last year acquired the *Berkeley Hotel*, Worthing, and purchasing as well three adjoining houses will, they anticipate, be able to offer by Easter bedroom accommodation comprising 60 single rooms and 35 double. (Many of the latter will have private bathrooms, indeed some have already.) Both from a residential and a holiday angle, the single bedroom seekers will find this *Berkeley* very much to their liking and purse. Weekly terms from 10 gns. B.B. from 25s. Lunch from 7s. 6d. Dinner from 8s. 6d. Tel.: 8191.

Conference secretaries tend to grow bald with the demands for single rooms so it should be good news to them to hear that the *Metropole Hotel*, Brighton, will have, when the new floor conversion is complete, 175 double rooms and 100 single rooms, most of the latter having their own private bathrooms. Daily terms from 65s. B.B. from 45s. Lunch 16s. 6d. and *à la carte*. Dinner 18s. 6d. and *à la carte*. Tel.: 24041.

Both the *Dudley* and *Sackville Court* Hotels, Hove, come to my mind when convalescence or a break from normal routine is the reason for a change of scene and surroundings. Both hotels are under the direction of the Kung family and right well do they, in each hotel, cater for individual comfort and needs. The bedroom accommodation consists of 37 doubles and 37 singles at the *Dudley* and 22 doubles and 22 singles at *Sackville Court*. B.B. terms in both hotels from 32s. 6d. Telephone numbers—the *Dudley* 36266 and *Sackville Court* 36292.

In the winter months a short or long weekend may be the means of fortifying oneself against seasonable illness so here are some suggestions for those who believe in the old adage—Prevention is better than cure.

Hotel Bristol, Newquay, Cornwall. Tel.: 2257. High standards are maintained here whatever the season and, though Newquay itself may appear dead to normal holidaymakers, the *Hotel Bristol's* directorate and staff are very much alive; 74 double bedrooms, 54 singles. Weekly terms from 13½ gns. B.B. from 35s.

Grand Hotel, Torquay. Tel.: 25234; 66 double rooms and 94 singles. Conference secretaries, golfing society organisers and lone travellers should note this hotel well. Handy to most large centres of population, through trains can bring you comfortably and warmly to the all-satisfying service of a first-class hotel. Daily terms from 42s. 6d. B.B. from 32s. 6d.

Bournemouth comes out well in my double and single room statistics and what a wide range of accommodation there is! The friendly *Arncott Hall Hotel*, Poole Road, is well in the picture for either one-nighters or for lengthy residence with 20 double rooms, 25 singles and all rear bedrooms have a quiet garden aspect. Weekly terms from 10 gns. B.B. from 25s. Tel.: Westbourne 63050.

Bourne Hall Hotel (licensed) is just across the road and handy to Bournemouth West Station. Catering for both rail and road travellers (there is ample car parking space and lock-ups), there are 36 centrally-heated single rooms available. Weekly terms from 10 gns. Tel.: Westbourne 63333.

Linden Hall Hotel is a good winter choice as it is able to offer 73 doubles and 48 singles. There is a special attraction for conferences as *Linden Hall* (now fully licensed for residents) has a variety of meeting rooms to cater for almost any number of people, as well as a wide range of recreational facilities —including an indoor swimming pool. Tel.: 33533.

The *Carlton Hotel*, in Bournemouth, with half of its hundred rooms as singles, lives up to the five-star classification the motoring organisations so rightly give it. Apart from its excellent position on East Overcliff, service and personal attention are always well to the fore. Tel.: 22011.

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